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MONDAY, MARCH 17, 1919.

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SPECIAL TELEGRAMS.

(By Courtesy of the "South China Morning Post".)

SERIOUS TROUBLE IN TIENTSIN.

JAPANESE AND AMERICAN TROOPS IN CONFLICT.

Shanghai, March 15.
The Japanese-American fracas at Tientsin turns out to have been a sensational affair.
A hundred and fifty Japanese soldiers, hundreds of civilians, with officers and the Japanese Consul on horseback, took possession of Rue Chaylard in the French Concession, and the American troops stationed there to maintain bounds were attacked by the mob, being cut and stoned. Four are now in hospital. The Japanese say ten Japanese were hurt.
The Japanese Police Station refused to release the American wounded prisoners, at the American officers' demand, till the American Consul came; then the mob stoned the American Consul. Feeling is intense, and the two Legations are investigating the incident.

THE GERMAN DEPORTATIONS

CHINESE DEMAND COMPLETE SUPERVISION.

Shanghai, March 15.
Drs. Blumenstock and Birt, two of the missing German doctors, have been found, but the others are still missing.
A new dispute is threatened between the Allied officials and the Chinese Authorities, the latter insisting on complete supervision of future repatriations.

REUTER'S TELEGRAMS.

U. S. RAILWAYS CONTROL

Washington, March 16.
The Director of Railways announced that, with the approval of President Wilson, the railroads would not be released from Government control until an opportunity to see whether or not the construction of a permanent programme of legislation could be legally adopted within a reasonable time.—American Wireless.

JAPAN AND CHINA.

Marseilles, March 15.
Marquis Saionji, Chief Japanese Peace Delegate, arrived at one o'clock on Thursday and departed for Paris. In an interview, Marquis Saionji said he had no hesitation in asserting that Japan desires that the League of Nations be organized to ensure free and effective co-operation in practice as well as in theory. Regarding China, Marquis Saionji said that at the present moment China realized that Japan was ready to meet her halfway.—American Wireless.

U. S. NAVY.

Washington, March 16.
At a meeting of the Committee of Naval Affairs, on Tuesday, it was announced that all the 16 capital ships already authorized for the Navy will be under construction in June.—American Wireless.

AMERICA AND RUSSIA.

Washington, March 16.
Members of the former Kerensky Government addressed the Foreign Relations Committee on Thursday concerning the Russian problem. They considered that, firstly, the Allied forces should maintain order in Russia; secondly, furnish munitions to the Northern Russia Government; thirdly, establish a commercial credit to enable the All-Russian Government to continue warfare against the Bolsheviks. The Committee took no action in the matter.—American Wireless.

U. S. SHIPPING POLICY.

New York, March 16.
Mr. Hurley, of the Shipping Board, announced that conferences to shape the shipping policy will be held by the cotton men in the South-West and the producers and business men from all sections. The Government has released 10 steamers for the Oriental trade. Mr. Hurley announced that the Board would meet businessmen here on Tuesday for the first of the series of conference with the object of obtaining the shippers' co-operation in the formation of a permanent policy for the American merchant marine.—American Wireless.

LIBERTY LOAN CAMPAIGN.

Washington, March 16.
The Secretary of the Treasury announced that an extensive campaign in connection with Liberty Loan begins in April.—American Wireless.

THE COAL COMMISSION.

MORE SURPRISING FIGURES.

London, March 6.
Surprising figures were given before the Coal Commission yesterday. It was stated that at Durham, with a six-hour shift at the coal face, the cost of coal per ton is 17/6 compared with 21/8 in South Wales, where the hours are longer. Durham raises 58 tons per head yearly as compared with 55 for South Wales, where the wages cost 3/6 a ton more than at Durham.
Replying to Mr. Smilie, Mr. Dickinson admitted that the miners' wages were regulated by the ability of the worst situated mine to pay.

TROUBLE IN GALICIA AND UKRAINE.

Stockholm, March 7.
A Vienna message says the Yiddische Morgenpost reports terrible pogroms in East Galicia and Ukraine, four hundred families at Proskurov being killed.

REUTER'S TELEGRAMS.

THE LEAGUE OF NATIONS.

VIEWS ON PRESIDENT WILSON'S SPEECH.

New York, March 6.
Commenting on President Wilson's speech, some of the Independent American journals, while crediting the President with high ideals, reflect disappointment at his general attitude.
The New York Herald complains that President Wilson made no serious attempt to meet criticisms of the League of Nations. It declares, however, that Americans do not desire to reject the League so long it safeguards their rights.
The Democratic papers express the opinion that Republican critics of President Wilson favour the League but wish to discredit President Wilson in view of the Presidential Election and obtain for the Republicans credit for the League.

BRITISH REGRETS.

London, March 6.
The papers, commenting on President Wilson's speech, generally regret that the League of Nations has become an issue in American domestic politics, as any idea that President Wilson does not possess a mandate from the American people may affect his position at the Conference, but they rejoice at President Wilson's confidence and boldness in counter-attacking his critics and point out that the latter's opposition is less to the idea of the League than against the present project.

ARRANGING THE PEACE TERMS.

PRELIMINARY CONDITIONS TO BE READY SOON.

Paris, March 6.
It is expected that the terms of the Preliminary Peace will be ready for presentation to the delegates by March 22 and be signed by the enemy shortly afterwards, if a responsible Government in Germany still exists.

GERMANS WANT A GUARANTEE.

London, March 7.
A German wireless message states that the negotiations at Spa regarding the shipping question have been temporarily broken off owing to the Entente demanding the unconditional handing over of the remaining German Mercantile Marine, which Germany has refused to hand over without a guarantee that she will be supplied with 2½ million tons of foodstuffs until the next harvest.

GERMAN BLUFF.

Paris, March 9.
French opinion sees in the present suspension of negotiations at Spa no more than the first attempt by the Germans to bluff the Peace Conference by raising the Bolshevik bogey. The Germans are trying to bargain with the last pawn left to them.—Havas.

INTERESTING HAVAS ITEMS.

Paris, March 9.
President Wilson, writing to a member of the House of Representatives, said the proposal to sink the surrendered German ships seems the counsel of those who do not know what else to do.
M. Maurice Courant, Professor of the University of Lyons, leaves France on a mission to South Korea.
Liang Chi-chao, ex-Minister of Finance, interviewed in Paris, stated that China hoped to become a worthy member of the League of Nations, maintaining the principle of the Open Door, claiming the abolition of the Concessions and zones of influence, and securing Customs rights.—Havas.

THE POSITION IN GERMANY.

HEAVY FIGHTING IN BERLIN.

Copenhagen, March 6.
A message from Berlin, dated to-day at 11 a.m. says in the neighbourhood of the Police Prefecture and the Alexanderplatz night-long heavy fighting occurred and continues.
The compositors and printers of the Wolf Bureau struck last evening.

MORE TROUBLE.

Copenhagen, March 6.
A message from Berlin says yesterday afternoon the shooting of a Spartacist who attempted to bomb the door of the Prefecture, led to general firing against the Prefecture from the surrounding houses and streets. Government troops replied from the Prefecture. Detachments of sailors in the course of the afternoon crept nearer and nearer the Prefecture, placed machine-guns in the adjoining street and erected barricades. A Naval Reserve Division and portions of the Republican Militia joined the Spartacists.

THE MILITARY SITUATION IN RUSSIA.

London, March 6.
Regarding the situation in Russia, a well-disciplined Red Force of 7,000 men, with artillery, is crossing the Bug and advancing towards Odessa. Franco-Polish troops have completely occupied Bender, on the Tiraspol-Odessa Railway, inflicting severe losses on the Bolsheviks. There has been heavy fighting on the shores of the Gulf of Riga.
It is reported that German troops have retaken Windau from the Bolsheviks.

BRITAIN'S BIGGEST AIRSHIP.

London, March 6.
Britain's biggest airship, the R33, which is 670 feet long, made a trial flight and covered thirty miles in half an hour on a perfectly even keel. It landed successfully, despite unfavourable weather.

MANY MURDERS IN RUSSIA.

CHINESE EMPLOYED AS EXECUTIONERS.

London, March 6.
In the House of Commons, replying to a question, Mr. Harmsworth stated that the number of persons murdered by the Bolshevik Government in Russia was known to be very great. The Government was credibly informed that the Bolshevik Government is employing some of their considerable Chinese troops as executioners. The bodies of victims show that they died from torture but it is uncertain whether this was the work of the Chinese or the Bolsheviks themselves.

REUTER'S TELEGRAMS.

BRITISH DEMOBILISATION.

CONCESSION BY HOLLAND.

London, March 6.
Reuter is informed that arrangements have been made with Holland to transport men for demobilisation from the Army on the Rhine by water to Rotterdam. It is hoped that Holland will also agree to allow the passage of British troops in the opposite direction via Rotterdam to the Army on the Rhine, provided it made it clear that the object is to hasten peace and that it cannot raise any questions of infringement of neutrality.

SINN FEINERS RELEASED.

London, March 7.
In the House of Commons, replying to Mr. Mac Veagh, Mr. Macpherson stated that it had been decided to release the Sinn Feiners interned in England.

JAPANESE AND BOLSHEVISTS AT GRIPS.

JAPANESE PRACTICALLY ANNIHILATED IN FIGHTING.

Tokio, March 8.
Two companies of Japanese infantry and a battery of artillery engaged the Bolsheviks, tenfold stronger than they, on February 26 north of Alexievsk. After severe fighting, the Japanese were practically annihilated. Five hundred Bolsheviks were either killed or wounded.
The Japanese defeated a strong Bolshevik detachment on February 28 west of Blagovestchensk.

NEW YORK MARINE WORKERS' STRIKE SETTLED.

EIGHT HOURS AND INCREASED WAGES.

New York, March 8.
The marine workers' strike, which was mentioned on the 4th, is regarded as settled. Eight hours and some increase in wages have been granted.

IMPORTANT RUGBY FOOTBALL RESULTS.

London, March 8.
In the Inter-Services Rugby Tournament, South Africa beat the Air Force by 12 points to nil, the Mother Country defeated Australia by 6 points to 3, and New Zealand beat Canada by 11 points to nil.

AMERICAN BATTLEPLANE'S FEAT.

New York, March 8.
A battleplane covered 664 miles from Dayton to Mineola in 273 minutes, which was the actual flying time. There was one stoppage owing to stormy weather.

BRITISH TRIBUTE TO FRANCE.

Paris, March 9.
Lord Robert Cecil, British peace delegate, delivering a speech in Paris, emphasised that both Great Britain and America owed much to France, which had lifted the torch of civilisation, and taught great principles of thought through history by her magnificent literature and art and the many gifts she had showered on mankind. Lord Robert Cecil concluded that the world felt called upon to bear part of the burden of France's devastated provinces.—Havas.

FRENCH SHIPPING.

Paris, March 9.
The French liner Touraine has reached Havre from New York with 901 passengers.—Havas.

TO-DAY'S CHINESE TELEGRAMS.

(Wah Tez Yat-Po Service.)

Peking, March 16.
The secret Sino-Japanese agreements were published here yesterday.

There were conflicts of an unusual nature between Japanese and American soldiers at Tientsin last Thursday and Friday, resulting in many Japanese, American and Chinese being wounded. Serious consequences are anticipated.

Unconfirmed reports of the resumption of fighting in Fukien are current here.

The President urges Luk Ching-cheong's immediate return to Paris from Switzerland. Luk's persistent resignation is not accepted.

A general mass meeting was held here at the Canton Club, to decide measures of protest against the mortgage of the Canton telephone system and tramways to a Japanese firm. The Cantonese here are most indignant at the action of the Canton authorities. Serious conditions have been disclosed by the American, British and Chinese papers during the last two days of brutal suffering by the Koreans during the last ten years, owing to Japanese misadministration. These should serve as a warning to the Canton authorities. It is understood that the Cantonese will make no attempt to permit the telephone and tramway agreements to go through. They suggest that the nine Benevolent Societies, the Gentry and Commercial Chambers should jointly place the matter before the European Conference immediately, as the agreements' provisions regarding Japanese soldiers are equivalent to converting Kwangtung into a Japanese dependency.

Shanghai, March 16.
The Chinese community has further chartered the steamers Yushun, Hanchow and Waishun to carry cheap rice to Canton. They will arrive at the end of the month.

DAY BY DAY.

The annual match between "Taikoo" and "Way Foong" was played at Fanling, on 16th inst., in windy weather and resulted in a net win for "Way Foong" of 2½ points.

The American Consul General has received instructions from Washington to the effect that the import restrictions upon the shipment of rice to the United States for consumption in the United States have been removed effective from March 17th. Individual import licences are required in each case, but are freely granted.

To-Day Exchange.

The closing rate of the dollar on demand to-day was \$2.15-16d.

The Weather.

Forecast—fair. Barometer—29.86. Temperature 3 p.m.—66. Humidity 2 p.m.—84.

DAY BY DAY.

The total output of the Kailan Mining Administration's mines for the week ending March 1st amounted to 63,527 tons and the sales during the period, to 63,442 tons.

Mr. Love, the Customs official of Kowloon, who was attacked by robbers at his residence three weeks ago and received four wounds from revolver shots, is now convalescent and is able to get about.

Malini, the marvellous mystifier and magician, gave his final exhibition of wonderful tricks at the St. Andrew's Hall on Saturday. After fulfilling a number of engagements locally at the various Clubs, Malini will go to Canton and the Coast ports and finally to Shanghai.

We have received a neat "reminder" calendar for 1919 from Messrs. William C. Jack and Company, and the article forms a most useful adjunct to the office desk. It comprises a pad with spaces for notes for each day of the year and has the advantage of not taking up too much room and can be kept handy without inconvenience.

Hongkong is a paradise for beggars. To an old Chinese it meant his daily bowl of rice. He was very old and decrepit and had no relations or other sources of support. All these tragic details he poured into the sympathetic ear of Mr. G. N. Orme. But when his Worship found that the old man was a wily beggar, having dodged the Police and returned to the Colony after every endeavour had been made to send him to Canton, he fined the man \$5, or as an alternative, 14 days' hard labour.

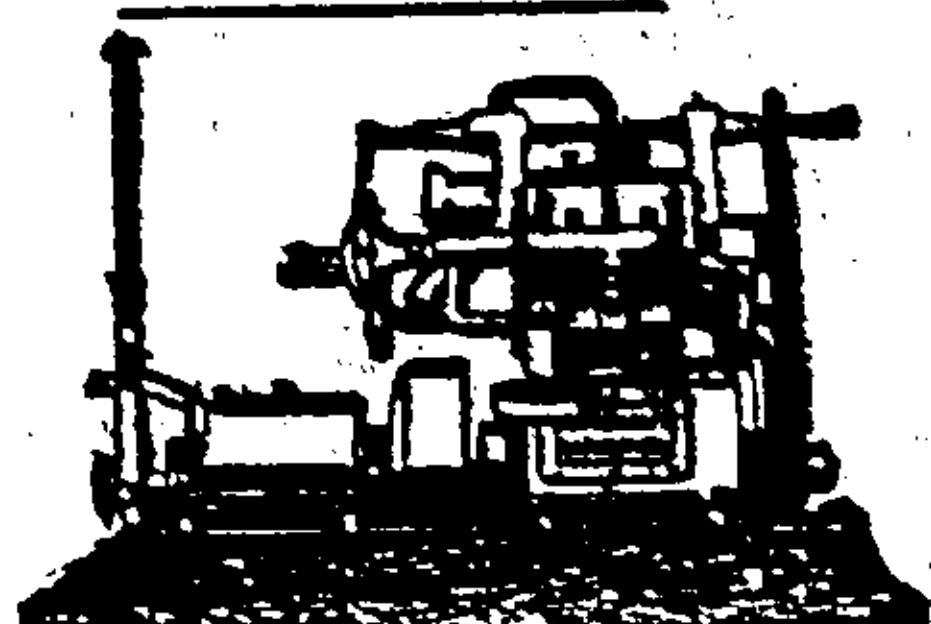
A small Chinese boy appeared before Mr. G. N. Orme to-day on a charge of stealing two electric bulbs. It was stated that he was an apprentice in the Taikoo Docks and yesterday was found in the act of selling the bulbs which he had stolen from the Docks. In giving the excuse that he picked up the bulbs after they had fallen from their holders, he overlooked the fact that they would have been broken to atoms in that case. A sentence of one month's hard labour was passed.

A Chinese beggar told Mr. R. E. Lindsell this morning a story of how he was kidnapped and lured into the Colony by some persons who painted in glowing colours the advantages of living in the Colony. Finding that the expectations which he had formed when coming into the Colony were without foundation, he wanted to seek a lonely spot where he could end his miserable life by committing suicide. "I am a poor kidnapped man," he said with tears streaming down his cheeks. "I have no food or clothing. What better than to die?" Mr. Lindsell—I will send you to prison for ten days. Let us hope you will find some food in Victoria Gaol. When you come out, you will be banished from the Colony.

DON'T FORGET.

TO-DAY
Victoria Theatre—5.15 p.m.
Cinema Theatre—8.15 p.m.
To-Morrow
Victoria Theatre—5.15 p.m.
Cinema Theatre—8.15 p.m.

NOTICES.



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THERAPION No. 2
THERAPION No. 3

NEW CAREERS FOR TEACHERS.

**BUSINESS PREFERRED TO
SCHOOL LIFE.**

The problem of the return to civil life of some of our young officers is being solved satisfactorily (for themselves at least) by a number of school teachers, who have found that there are better careers for them in business than in the scholastic profession.

Inquiring among educational organisations, a *Daily News* representative was informed that, while there is no sign of a stampede from the profession, a number of young officers from the elementary schools of London and the Home Counties are finding good openings in life as the result of their successful work as Army officers.

One young officer, who is a Bachelor of Science, would, if he returned to his old post in the schools, receive a salary of £180 to £200 a year. He has, however, decided to accept a post offered to him while he was in the Army—a post in which his scientific attainments will be valuable—in which he will receive a commencing salary of £500 a year. Another, who has been a Staff captain and has received about £400 a year in the Army, did not contemplate with equanimity the prospect of returning to his work as a teacher at £170 a year, and he has accepted a good post in business.

IN THE FAR EAST.

Another young officer, a promising young officer, has chosen to take up a well paid post under Government in the Far East rather than return to a position at little more than £3 a week in a Board school in the Midlands.

The teachers' organisations are receiving letters from teacher soldiers inquiring about their present prospects, especially from those who have become officers. Many Education Authorities have paid over to their teachers who went into the Army their full salaries, less the amount of their Army pay, and these men feel that they are under obligation to return to their old employment. But the young officer receiving more from the Army than the amount of his salary did not receive any allowances from these authorities, and it is he who is feeling that he is entitled to seek a new career if a good prospect offers.

AVERAGE SALARY.

The average salary which a young teacher returning from the Army may expect varies from £150 to £180 or £200 a year, and, as an officer of one of the teachers' organisations remarked, "the war has taught some of them that there are good prospects to-day for men of education who have brains and initiative and who have proved their good qualities."

As out of 23,000 teachers who joined up 1,800 have been killed there is prospect of a shortage of

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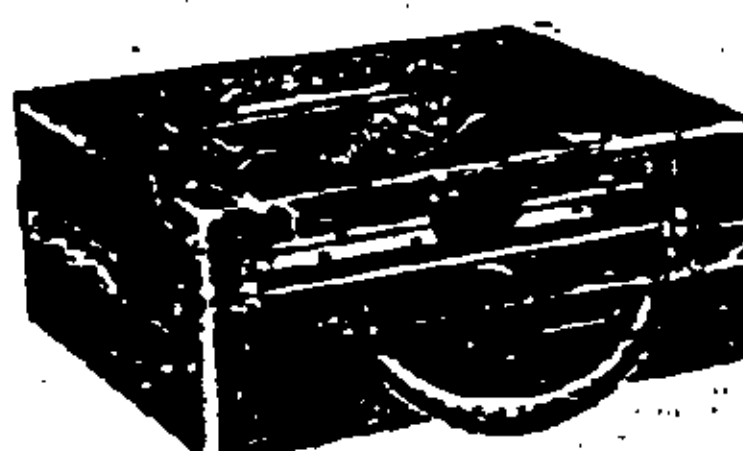
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men-teachers if this withdrawal from the profession continues, and one authority even went so far as to say that in the reconstruction period we may have women teachers trying to teach classes of boys who are really to old for women teachers to manage.

GENERAL NEWS.

BRITAIN'S "BIG BERTHA."

The Germans were not, as many people suppose, the master craftsmen of big artillery. Sheffield had its mysteries, too, and amongst these was a big gun that was to go one better than Big Bertha. The gun which, it is stated, was to have been used to bombard the Rhine towns, was about 83 feet long, and its weight—presumably when mounted—was given as 134 tons. Officially it was stated that it would carry 30 miles, but men working on it were of opinion that it would probably be destructive at 90 miles. As far as a layman could judge, the gun was made by inserting an extra inner tube into a 13-inch long-range naval gun's jacket barrel, thus approximately doubling the thickness of the barrel and reducing the bore to carry a shell of 8 in. or thereabouts, instead of a 15 in. shell, while the breach remained the same apparently as in the usual 15 in. gun. The end of the war accounted for the gun never being brought into action. To many Englishmen it will be news to learn that British naval guns, as made in Sheffield, were always well ahead of anything Germany has produced.

A LIVING GHOST SEER.

Mr. Elliott O'Donnell, who for more than 20 years has been hunting ghosts, and who comes of an Irish family that boasts a banshee of its own, lectured on ghosts recently at the International Club, Regent-street. The first ghost of which he told began with a phosphorescent light, which turned itself into the outline of a head of malevolent appearance, with a mass of tangled two-coloured hair on its scalp. In the Bristol district Mr. O'Donnell, while staying in a haunted room in the house of some friends, saw a strange-looking shape or shadow in the bedroom of which he was the sole human occupant. The shape stole round to the foot of the bed, and seemed to grip him by the throat as though to strangle him. The ghost, however, failed to conquer, and when Mr. O'Donnell recovered consciousness, which he had lost momentarily, it had disappeared. Others of Mr. O'Donnell's ghosts had habits of thumping doors and trying door handles. Mr. O'Donnell put sand and flour on the floors, and arranged artificial booby traps such as rickety tables and balanced inkpots, that would be upset by any mischievous human beings. The thumps went on, the door handles were rattled, and there were crashes on the floor. Yet not a grain of sand or flour was disturbed, and not one splash of ink was found on the floor.

RESETTLEMENT OF THE OFFICERS.

The plans for the resettlement of demobilised officers and men belonging to the professional classes are now practically complete, and a pamphlet giving full details of the scheme has recently been published by the Ministry of Reconstruction. "Machinery has been set up to deal not only with the placing of qualified and experienced men, but with the training of the younger officers and men who joined the Army straight from school and University," said an official of the Ministry of Labour recently. "An Appointments Department has been set up at the Hotel Windsor, with branches all over the country. The first part of the task, the placing of men, has been found the more simple. A list will be kept at headquarters of all the men seeking employment, and employers offering vacancies are asked to send lists of their vacancies to the department." The training side of the work offered, he said, is a difficult problem, for a large proportion of the young officers and men of similar educational qualifications had broken off their University courses and periods of business apprenticeship to join the Army. This difficulty had been met by the provision of a Treasury grant, which would enable students to pursue their education and training in the various professions and the Board of Agriculture.

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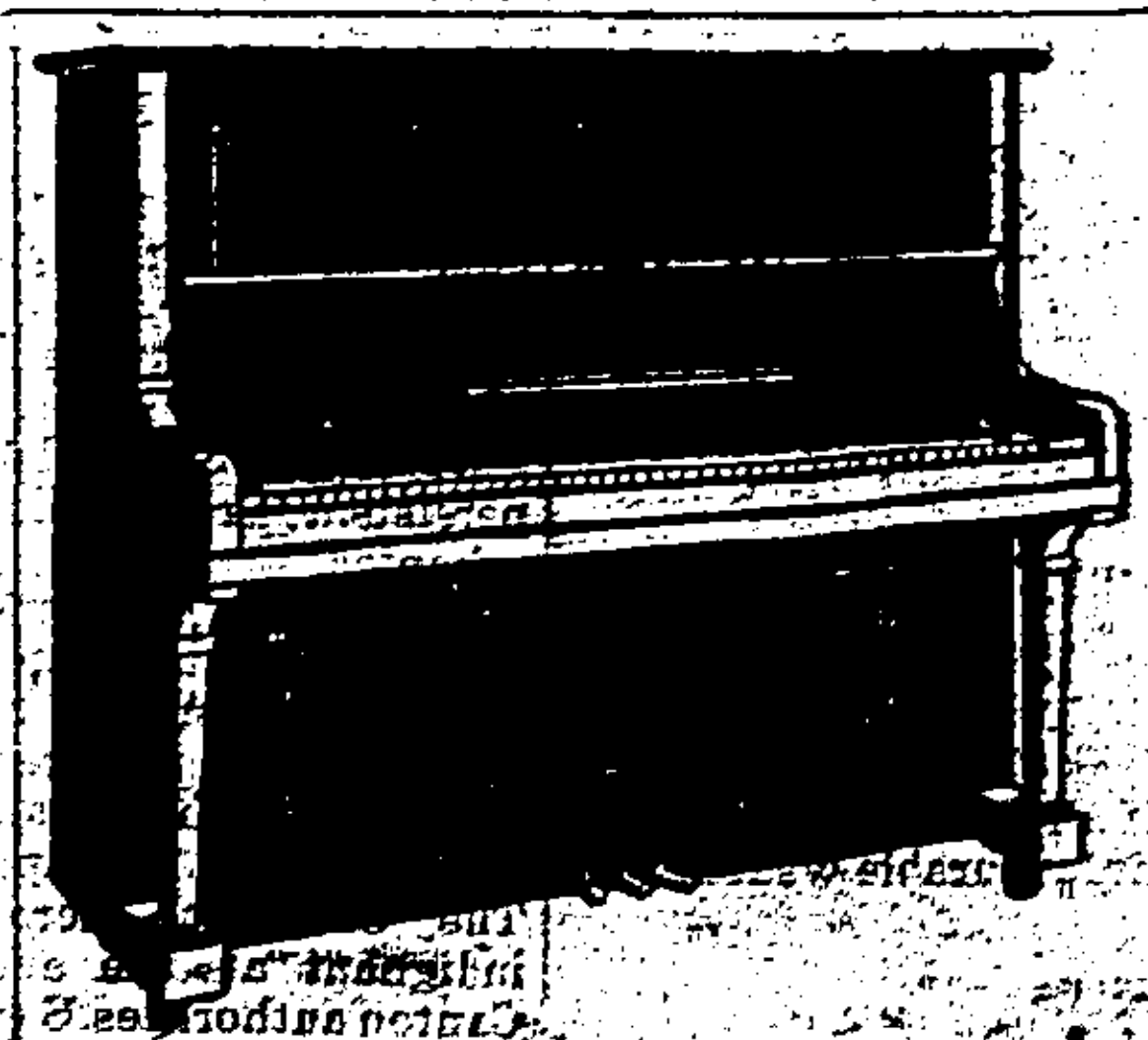
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THE SCHELDT.

AN OLD DISPUTE
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A. F. Whyte writes:—The problem of the River Scheldt has reached an acute stage. I have not space to traverse in detail the historical origins of what is once more a burning question, and therefore I will content myself by recalling one or two salient facts. The importance of the river—in itself a comparatively small stream of 260 miles in length—lies in its geographical position. It is the barrel of "the pistol pointed at the heart of England," and is also the principal water outlet of Western Belgium and of a strip of North-Eastern France, being navigable as far as Cambrai, some 210 miles from its mouth. The Treaty of Munster (1648) gave the Dutch control of the entire navigation on the lower Scheldt, which they exercised by levying heavy tolls upon all foreign vessels entering or clearing. There was no inequity in this system as long as the Low Countries were united; but in 1839, when Belgium was liberated by the final dissolution of the Kingdom of the Netherlands, and found her chief port Antwerp heavily handicapped by Dutch control of her only exit to the sea, it became an acute question. Holland was unwilling to relinquish her grasp, but the persistent agitation of the Belgian Government, ably guided by the astute diplomacy of the King, kept the question alive, and conducted it to its final solution in 1863, when the system of Dutch tolls was swept away. A Conference of all the Powers interested in the navigation of the Scheldt met at Brussels in that year and compelled Holland to relinquish her right in return for a payment of about £1,380,000, of which Belgium paid £480,000 and Great Britain £195,000.

THE BELGIAN GRIEVANCE.

Thus Belgium was relieved of an acute commercial grievance. But something more than mere questions of trade were involved, for a glance at the map will remind the reader that, while throughout its navigable reaches the Scheldt is a Belgian river, its mouth is still entirely under Dutch control. This is obviously, from a military and naval point of view, an intolerable restriction upon Belgian freedom of action. The significance of the fall of Antwerp as an object lesson bearing acutely on this problem will not be missed. Had Belgium held the mouth of the Scheldt, there is little doubt that Antwerp might have been held by the Allied forces, much in the same way as they have held Salorica. But, setting speculation aside, we must face the question which is now being asked of us by the Belgians: Do you propose to leave the question of the military control of the mouths of the Scheldt unsolved at the present Peace Conference. Let it be granted, of course, that if a new international order, which we know as the League of Nations, arises, the problem of the Scheldt will receive the same treatment as the problem of all rivers whose mouths lie in the territory of one Power while their upper navigable reaches are in the territory of another. The Scheldt would then join the company of the Rhine, the Vistula, and the Danube. It would be governed by a special regime which would make the freedom of navigation on the great waterways of the world a reality in which the authors of the Treaty of Paris originally intended it. But, short of that, Belgium is plainly and obviously entitled to a solution of the question, which will not leave her chief port entirely at the mercy of a foreign Power.

THE DUTCH VIEW.

But there are also important Dutch interests to consider; and first of all, if Holland admits the Belgian right to control the mouths of the Scheldt because it is mainly a Belgian river, she would be driven by the same reasoning to recognise a German right of control over the mouths of the Rhine. It is thus obvious from the Dutch point of view that

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the question of the Scheldt must be settled on general principles applicable without injustice to the parties concerned, to all the great rivers of Europe whose condition approximates to that of the Scheldt. This consideration alone would explain and justify the tenacity with which the Dutch will insist on the retention of the greater part of their present rights over the mouths of the Scheldt. They must beware, however, of driving the analogy too far, for a comparatively small territorial concession to Belgium would probably satisfy the demands of Antwerp, whereas nothing but dismemberment of Holland could give Germany control of the mouths of the Rhine.

But this comparatively small concession carries with it certain awkward consequences. The question then becomes not territorial, commercial, or military,

but religious in a very acute degree for the population of Zeeland is of the most pronounced Orange and Protestant character. If it were annexed to Catholic Belgium in order to solve the question of the Scheldt, it would rapidly become a Belgian Ulster, with the additional irritant that it would at the same time form a Dutch territorial. Neither emphasis nor further argument is needed to prove that this solution is fraught with danger to both parties.

It is therefore obvious that if these difficulties prove insoluble by the combined diplomacy of Holland and Belgium and cannot be removed by the mediation of any third friendly Power, Europe would be driven to take an hand in the solution hinted at above, and to create for all her great inland waterways a special regime which would provide free navigation upon them.

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ACKNOWLEDGMENT.

Mrs. W. Thom and family beg to tender their sincere thanks to all friends for their kind expressions of sympathy and for the floral tributes sent during their recent sad bereavement.

The Hongkong Telegraph

HONGKONG, MONDAY, MARCH 17, 1919.

ANGLO-AMERICAN AMITY.

Those who have always thought and believed that the British and American peoples would, as they came to know and understand each other better, come together in a deeper and more sincere friendship, are seeing their dreams come true. Before the war, the movement aiming at a closer Anglo-American union, strongly supported as it was by some of the best intellects on both sides of the Atlantic, was making marked headway. It was felt that here were two peoples speaking the same tongue, with much the same aspirations and ideals, who, but for bungling and bad statesmanship, would have been one still. Modern means of travel had brought Americans and Britishers into closer relationship, old enmities had died away, and there was a growing consciousness that such differences as there were between the peoples were practically none beyond certain characteristic mannerisms. In ideas of government, in points of progress aimed at, and, on things that mattered most, in national outlook as well, the British and American peoples were one.

Had there been no war, it is certain that the movement spoken of would have gathered strength and impetus as time went on. But the war has done what it would have taken many long years of ordinary development to accomplish. America's declaration of war was no doubt inspired by a great desire to champion the cause of humanity; great principles were at stake, and the United States could not stand idly by and see them possibly go under. But while this is true, we verily believe that the consciousness of blood relationship with the British people and faith in their bona fides were also factors influencing the Americans in deciding to step into the ring. The act of itself gave a great fillip to Anglo-American unity; the experiences of war, in which the soldiers of both nations fought side by side, undoubtedly gave greater strength, potency and permanency to the idea. And now that the great struggle is over and right and justice have been gloriously vindicated, we know that the movement begun will continue, resulting in a cementing of the bonds which link these two great nations together. Links have been forged which bind the British and the Americans in ties of common understanding, and, working in amity and union, the future holds out great opportunities to both the one and the other.

The other day, the new American Ambassador to London, Mr. J. W. Davis, spoke for the first time in London in that capacity. In his speech he paid a great tribute to Britain for her part in the war, particularly for what she did before the Americans came in. He made mention of what Britain's example did for America, and how the United States had learned much from it. But there was one passage of his speech which had more value than that. He said:—

"Had I the opportunity, I would say to every American and repeat to every Briton, 'These are indeed your kinsmen; study them, understand them, learn to give and take with them; and guard their friendship as a sacred thing.' That is a charge which every American and every Briton should lay to heart. There is no need why we should misunderstand each other; there is every reason why we should come together in more real and more lasting bonds of friendship. United, the English-speaking peoples can serve humanity and direct and influence the affairs of the world as it is given no other two nations to do. This deepening co-operative spirit is indeed a sacred thing. It will be worth everything to preserve and extend it."

NOTES AND COMMENTS.

WELL-EARNED REST.

There is an interesting announcement in the week-end wires to the effect that Sir Douglas Haig has been appointed Field Marshal Commanding-in-Chief the Forces in Great Britain, and that General Sir William Robertson has been made General Officer Commanding-in-Chief the Army on the Rhine. Thus ends Sir Douglas Haig's direct association with the war and at the same time terminates his command of the British Expeditionary Army. In other words, the great Field Marshal has earned his rest from the anxieties and the responsibilities of the campaign in the West. He will still have much to engage his mind and call into play his undoubted abilities, but no longer will rest on his shoulders the heavy burden of commanding, on active service, the biggest Army which Britain ever sent into the field. He has thoroughly won the relaxation from these stern and trying duties, and his name will ever be treasured as that of the man who played a very big part in the final overthrow of the Germans. The Army of Occupation is to be in charge of Sir William Robertson—another great soldier, whose rise from the ranks has shown the stuff of which he is made. No better choice could have been made. He may be relied upon to carry on where Sir Douglas Haig left off.

NOT WANTED.

Over the week-end Hongkong has been visited by three shiploads of Germans. Happily, they have not come to stay; happily also, they have not landed on our shores. They are the Huns from China who have been politely told that their room is better than their company. They are now bound for the precious Fatherland, but they will find, when they reach it, that it is quite another country from that they left when they set out for the East. Home is about the last place they would desire to be sent to, we should imagine, but they have to go back, whether they like it or not. No tears are being shed for them in Hongkong or any other place out East; they are representatives of a discredited and unclean race, and it will be many a long year, we should think, before they will be welcomed anywhere. These Germans leave China in a very chastened and humbled mood. Had the result of the war been the reverse of what it is, we know how they would have comforted themselves. In being sent home on comfortable liners, they are perhaps getting more they deserve. But we need not worry about that. All we want to see is their clearance from the East. And we pray they may never come back again.

THE LATE CAPTAIN FULLER.

FUNERAL AT HAPPY VALLEY.

The funeral of the late Captain Fuller, R.F.A., who died at the Military Hospital, from tubercular meningitis, on Friday last, took place at Happy Valley on Saturday afternoon at 5.30. The body was conveyed from Wellington Barracks to the gun carriage by Sergeants of the 88th Company R.G.A. and from thence the cortege proceeded to Happy Valley, the band of the 18th Infantry being in attendance and playing the Funeral March. At the graveside, there was a firing party composed of 100 men from the 83rd, 87th, and 88th Companies of the R.G.A., and the Last Post was sounded by four buglers of the R.G.A. His Excellency the General Officer Commanding, Major General F. Ventris, was at the graveside and also a large number of military and naval officers. The floral tributes were numerous, testifying to the high esteem in which the deceased was held.

Captain Fuller was only 23 years of age and had seen much service both in France and in Mesopotamia.

MISCELLANEOUS.

An order has been issued by the Air Council forbidding women in the R.A.F. learning to fly. It is understood that the reason for this ban on the woman flier is lack of facilities owing to demobilisation, which suggests that the restriction is only of a temporary character.

DAY BY DAY.

SOME MEN ARE TROUBLED WITH TAXES AND OTHERS ARE TAYED WITH TROUBLES.

Saturday's health return shows four cases of plague (two fatal) and one fatal occurrence of spotted fever. All were Chinese.

Several of the local vessels on the Kowloon run were held up for about seven hours, off the Swatshay Light, last Friday, owing to a dense fog.

The China Mail Steamship Co., Ltd., advises that the tariff of the s.s. "Nanking" on her way to Manila on or about March 22nd, has been cancelled, and the steamer will, therefore, proceed as originally intended direct from Shanghai to Manila, arriving in Hongkong from Manila on or about 29th, 1919.

In attempting to smuggle a jar of Chinese wine, a Chinese was arrested by a Revenue Officer. This morning the Chinese showed to Mr. G. N. Orme, a permit which he said was for importing the wine. The Revenue Officer said that the permit was not produced when the man was arrested after landing from a sampan. A fine of \$5 was imposed.

"Punkie" writes:—"Dear Mr. Editor,—How come you to make such an awful mistake as to say that Punkie and Tommy were the only children taking speaking parts in the play of Punkie and Fairie? Have you forgotten the Fairy Queen, she is the youngest, and Elf Pickle is also little girl. I am sending this note just to remind you of your mistake. I do hope you will be there to see us all."

A great nuisance in the Peak district is the number of Chinese cloth and other hawkers, who pester everybody with their solicitations. Two of them who were arrested by Sergeant Cashman said that they were ignorant of the regulations. The Magistrate was informed that these particular hawkers were "regular upsets" and were a great nuisance, so he imposed a fine of \$5 on each of the offenders.

The greed of a ricksha coolie in demanding more than his proper fare led him into trouble this morning, when he was fined \$2 by Mr. G. N. Orme, or in default five days' imprisonment. Mr. A. B. Allan, of the Naval Yard Police, said he paid the coolie 10 cents for taking him from the Naval Yard to the Soldiers' and Sailors' Club. The coolie was not satisfied. He followed him to the Club and made himself such a nuisance that at length he had to be given over to the custody of a constable.

A Chinese vendor of delicacies pressed a Chinese cornet into his service and, blowing mightily on it, he set up an unholy howl, which besides attracting a goodly crowd of idlers and loafers, also attracted a constable. Unfortunately for the musician, this constable had not a musical ear. He interpreted the free entertainment from his knowledge of the law as tending towards a disturbance of the peace. The sequel to this was that our musician was brought before Mr. R. E. Lindell and he now has to pay to the tune of his own music a fine of \$3.

Fredony, the performer with an inexhaustible box of tricks, will present to-night at the Victoria Theatre his fourth change of programme. Fredony will be seen in a lightning change Vaudeville Revue in which he will impersonate well-known characters from the Vaudeville Stage; Prof. Bluffo, the eccentric parodist, Lee Chung-Sun and the Mystery of the yellow cabinet, the most elaborate illusion ever presented, and finally Do-Re-Mi-Fa, the clown who could get music out of rope if he tried. Miss Tessie Turner, the dainty American ragtime comedienne, will sing new and popular jazz songs and the rest of the company will appear also in a complete new programme. In the first part, the romantic *Faith's Photoplay* "Will power" will be screened.

CURRENT COIN.

[BY "MERCATOR."]

Anticipatory of the heavy general settlement on the 25th, business in stocks lately has been a gradually diminishing quantity and quiet times are likely for the rest of the month. There has been rather too much buying of stocks for future deliveries to the tune of optimistic forecasts of what would happen if ships were released. In most markets business has slackened off and it is significant of the waiting attitude adopted by speculators. The nearer peace comes the more even the most unthinking operator is beginning to realise that in several industries the various new factors which have come into play during four years of war are not going to disappear utterly in the twinkling of an eye. The problems attending the demobilisation of the armies and the transition of transport and industry from war-time to peace conditions are so many and various that those who have thought the most about them would probably be the last to attempt to predict how long they will take to solve, and exactly in what way the solutions will work out in practice.

This gubbling in futures on the Hongkong Stock Exchange goes on unabated. It is an unhealthy sign. I have no desire to belabour this question, but it seems to me imperative that the Stock Exchange Committee should either ban forward transactions or make it an offence on the part of any member to speculate. At present many a Hongkong stock broker is like Janus, a double-faced individual. He is broker, jobber, company-promoter, *et hoc genus omne*. He sells you shares that belong to him, he contracts with you to sell you so many shares that do not exist, for delivery some future date at 12 to 20 per cent. above the cash rate. His principal is never disclosed to you, and, rightly or wrongly, he argues that it would be suicidal to do so. Again, he enters into a forward transaction with his client to sell him, say, 300 Indo-Chinas at \$125 for June. When the delivery day arrives the finishing touch is given by the presentation of the shares and eventually the broker's bill for the difference between the purchased price and the rate ruling on the date of delivery.

It is high time that the Hongkong Stock Exchange commenced on the job of setting its house in order. A broker cannot be a speculator *cum* broker at one and the same time. It is not fair to his client. It is another form of highway robbery. It is incumbent on the Stock Exchange Committee to penalise those members who speculate, or put a stop to this trading in futures.

Shares, shares, shares, shares

Moving up and down again:

There's no discharge in law.

That is the one refrain which recurs again and again in the mind of the ordinary man who has attached himself to a company and finds himself carried along by the majority, marching to success or defeat—he knows not which. Unfortunately, for the broker, the share market is at present very quiet, and fortunately for the speculator who sold short. All Hongkong Companies during last year have done very well, dividends being well maintained and, in certain cases, even improved upon. The quietness in the market is said to be due to the approaching settlement, which is reported to be very heavy. Everybody is, therefore, marking time to see how things will eventually pan out. It is believed there will be no *manushas* as money is abundant.

There is a fair amount of business in investment stocks, Hongkong and Shanghai Banks having dropped to \$750 and a similar decline has been registered in

Union Insurances, which are quoted at \$1,010. The declension is attributed to the Exchange which went up at the of last week. China Sugars are buoyant at \$120 and will probably give another exhibition of vitality very soon. Hongkong and Kowloon Wharves are still at \$117.

The feature of the week on the Stock Exchange was the activity in Shanghai cotton shares. All cotton shares in Shanghai have gone up. Hongkong has sold to Shanghai heavily during the last two or three weeks. The demand for cotton shares in Shanghai seems to have eased off a little after the very brisk market of the previous week, but prices continue firm. Shanghai Cottons after sales at Tls. 165 are now wanted at Tls. 168. Kang-yicks have been sold at Tls. 17, but buyers now offer Tls. 17½ while Yangtzepeos after sales at Tls. 9 can be placed at Tls. 9.30. Ewes have changed hands at Tls. 225, a rise of over 22 points during the week. Orientals have appreciated to Tls. 72. The Directors proposed the payment of a dividend of Tls. 2½ absorbing Tls. 50,000, write off for depreciation Tls. 75,000 and, after the general managers' commission, carry forward Tls. 134,019. In view of the fact that no dividend was paid last year the Directors must have strong reasons for carrying forward a sum so much larger than the amount distributed.

There are hopes that rubber companies will soon be again on a dividend-bearing basis. Although the long expected rise in raw rubber has not yet come, this is not so important now that the cost of production has been cut down, in the case of the best companies, so considerably. There is an inclination at present to buy rubbers. Prices of all rubber shares are moving slowly up without, however, entailing much business, owing to lack of sellers.

The P. and O. Company, the Nippon Yusen Kaisha and the Osaka Shosen Kaisha, which constitute the Bombay Conference, and the British India Steam Navigation Company, the Indo-China Steamship Co. and the N. Y. K., which constitute the Calcutta Conference, contemplate reduction in freights from the Far East to Indian ports. At present freights for general cargo for Bombay stand at \$30, per ton while the Calcutta run costs \$25. As to the return voyage, the Bombay service shows no change in the freight owing to the regular shipment of raw cotton at that port, while Calcutta freights have been lowered by 30 per cent, viz., from Rs. 130 to Rs. 91 for general cargo and from Rs. 120 to Rs. 90 for gunny. It is believed that the present freights may be reduced 25 to 30 per cent. "Competition with Japanese shipping" is the reason given in the Japanese papers for the reduction.

Before the war the value of the rouble in American exchange was from 50 to 51½ cents. To-day it is 15 cents. The National City Bank in New York is paying some coupons due on Russian internal 5½ per cent. bonds in accordance with the option given to holders to accept 15 cents per rouble, the rate fixed by the Financial Attache to the Russian Embassy at Washington.

People who have purchased Japanese needles know how quickly they break. During the war a large quantity of all kinds of needles was exported from Japan to China, Straits Settlements, South Sea Islands, India and the Dutch Indies owing to the German trade being destroyed. The amount of the Japanese trade during the war was two million yen annually, but as soon as the Armistice was declared the export stopped, and at present no needles are being exported except shipments fulfilling old orders, most of which have been cancelled.

THE LAST OF CHINA'S GERMANS.

ONE LAST LOOK AT HONGKONG.

Merry Cargo of Repatriated Huns.

Yesterday we had a final glimpse at the Hun—the social pariah of the world whom civilised mankind has sent to Coventry. The Blue Funnel vessel *Astrea* and the *Nora* and *Norvara* belonging to the P. and O. Company came into port en route to Germany with a large cargo of German men, women and children. To an observer these three vessels would have appeared to be carrying a batch of people who had been separated from home for many years and were delighted at the prospect of being back to Blighty. So happy, cheerful, courteous and resigned-to-fate these German deportees appeared. So harmless and law-abiding that they of their own accord, planned that a disciplinary committee should be appointed from amongst them! They were not "grouchy" but, nevertheless, they thought it imperative that some Hun should be appointed their spokesman to lay before the Captains of the vessels any grievance—imaginary or quasi-real—that they may think or have reason to think that they are suffering from. Each vessel, therefore, had a Committee appointed, consisting of a chairman, secretary and treasurer, whose duty it was to supervise discipline.

On arrival here, one of the repatriated single men, Earnest Sheele, was gathered to his fathers. He was suffering from phthisis. He was, before the outbreak of the war, a surveyor on the Shantung Railway, and died on board the *Astrea*. The Police yesterday removed his body before the vessel left.

Besides this incident nothing untoward occurred. Inspector Gordon, who was in charge of the Police p.trol cordon watching the repatriated men, to see that they did not slip away from the ships, says he found the passengers extremely courteous. That's nothing surprising. They were at so during the war. The Armistice has made them extremely suave.

We inspected the vessels yesterday, when they were moored at the naval buoys opposite the dockyard. The ships had been slightly altered to provide the necessary accommodation. Additional accommodation was made for cooking, the dining rooms were extended and bathrooms were increased. The comfort of the deportees was attended to in every detail. We were surprised at the excellence of the food supplies these vessels carried. They were sumptuous and nothing like what has ever been provided to the British men who crossed the seas during this black period of reckless submarinism. The repatriated men were not huddled up like sheep on board the vessels. Each had a separate bunk provided for him or her and was privileged to carry his or her whole household effects. The upper decks were placed entirely at their disposal with the exception of a small portion which was set apart for the officers of the ships. Each vessel had a special guard. The *Astrea* had a guard of the Manchester Regiment under Captain C. H. Luxford, of the Australian Imperial Force, while in the case of the *Nora* and *Norvara* the guards were drawn from the Navy.

The *Astrea* carried the single men, and the *Nora* and *Norvara* the married families. On the *Norvara* were transferred six married families from Canton—six men, six women and 10 children—and on the *Astrea* 29 single men from Canton who arrived here by the s.s. *Kinchung* on Saturday night. This s.s. *Norvara* and the s.s. *Nora* carried in all 800 members of families and the *Astrea* 800 single men.

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KOWLOON VICAR'S
INTERESTING SERMON.WHAT IS WRONG WITH
THE CHURCH?

There was a large congregation at St. Andrew's Church Kowloon, yesterday evening, when the Rev. T. Woodman Dowling, M.A., preached a most interesting sermon. The preacher took for his text part of the eighth and tenth verses of the eleventh Chapter of the Epistle to the Hebrews:—"And he went out not knowing whither he went"—"for he looked for a city which hath foundations, whose builder and maker is God."

The preacher said that life was full of uncertainties and full of difficulties and they never knew exactly what was going to happen, but perhaps that was very good for them. He believed that God, in His Wisdom, knew exactly what they were able to stand and He prepared them for the future. Life was full of surprises. He had a tremendous surprise, last Tuesday. He walked into a local surgery, in Nathan Road, to make an excuse for not keeping an appointment—he had quite forgotten it, but suddenly remembered—and went to the surgery to apologise and he saw a man sitting on a chair who had no foot, or rather the right foot was off, and they were putting on a substitute—an artificial foot—but it was not right on when he saw it. When he saw that, she thought of poor St. Andrew. He thought to himself "Good gracious! what have I done?" It was like that man, without a foot, and it was going to have a substitute. And then he thought to himself "well it is not so bad as all that" because some day the Church would get a really proper foot and it would grow on to the leg and be a natural foot again. Well, they had got to limp for a time, for a few weeks or a few months, but he believed that God would bless them for their limping if they limped in the right spirit. He hoped that when the clergyman who was coming there, arrived, he would find the Church full. Continuing, the minister said he had never seen the Church full yet. It made a great deal of difference. It was not easy to preach to bricks and mortar; there was no "give" in that. A person wanted to talk to flesh and blood. There was "give" in that. He did ask them, would they do him one favour—some of them had been very, very nice to him and had said nice things that made one blush and feel uncomfortable—would they do him two favours? would they help their substitute all they could and then, when their permanent chaplain came, all the Church the first Sunday morning and evening? The speaker said he got the most fearful "hump" the first Sunday he came and found the Church half empty and it was distasteful and almost galling to have to preach to empty pews. They did not know what it was like. Well, would they do those favours for him and come to church and bring all their friends and give the new Chaplain a run for his money? When their new Chaplain came out from England let him come there and feel that he has come out to something. He asked them to grant him those two favours because he did not want it to be said that he had left St. Andrew's in the lurch—"in the cart." They were both "in the cart," for that matter. He did not know where he was going to—he did not care either. And that was just the difference, because life was full of adventures and full of charm, and what was there to be afraid of so long as they had two hands and two feet and something in their heads? He hoped for their sakes that they would have a clergyman who was alive and who would make the Church a place where, they could feel at home and feel that they were wanted as members of Christ's family. He wondered whether they would be interested if he told them what he was going to do? He was not going back into the Church. He felt perfectly certain that somebody had got to go out of it and take a few risks. They

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found that out in the war, as Army Chaplains. They realised that there was something they did not understand. He had a letter the other day from a naval Chaplain, an old friend, and he said he did not think he could go back to his parish again, after what he had seen. He would go and run a chicken farm and he would have a little shed where anyone could go and worship God on Sunday. The speaker said he did not intend to go so far as taking a chicken farm; it was rather a difficult thing to handle. But he thought he would be worth trying, of course with the Bishop's permission. Did they know what would be in that room? There would be a wooden table there with a white cloth, there would be two or three cups, some bread and some wine. There might only be, at first perhaps, a little harmonium, there would be some beautiful paintings, the picture of the Last Supper and other beautiful pictures full of morals and teaching about the realities of life. He would do that just to see whether it was possible to live without prestige, without convention, without habit and without money. There would be a box there, of course, and anybody could put in what they felt disposed to put. He wanted to find out what was wrong with the Church of England, what it was that did not seem right. Proceeding, the preacher said, they wanted some bite in their religion. They were going to have the real thing or nothing, and they did not care who was upset or how much they were upset or how much it cost. They wanted something to draw men together, something to teach their children. What did they teach their children? It was a terrible problem. So many people asked that question—"what am I to teach my child? I do not want to tell him anything that later on, when he is more experienced and goes out into the world, he will find out that his parents have been deceived." It is the children that they had to think of. Did they not think that the children should be taught that they are of God and of the Church? "A little child shall lead them." But if the father stays away from Church and only mother goes—the little children were very logical—they asked "Why does father stay away? does he not believe in it?" Dear old, stupid old father, who is honest at heart

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CORRESPONDENCE.

THE WAR MEMORIAL.

(To the Editor of the "Hongkong Telegraph.")

Sir,—Well done, Robbie's letter! This is not clannishness, as the writer is an Englishman. One of your articles named "Suggestions Wanted" must have made your readers ponder. The reason so few suggestions have come forward shows to what extent the public is expecting anything being done for the general public.

It is real good to see the damper being put on the Theatre Scheme as a memorial to our brothers who have died to rid this world of Prussianised Governments.

Hongkong will be in its infancy until she possesses these four public conveniences:—

1. A free public tunnel under the Peak to open up that vast area that is ideal in summer.

2. A free public bridge from Hongkong to Kowloon.

3. A network of tramways from Kowloon to all its surrounding suburbs.

4. As "Robbie" suggests a hospital for the poor in pocket.

The Government is always keen on doing things for the upper classes; even your last issue informs us that an Inspector is experimenting with two coolie rickshas on the Peak! Surely the upper classes have all they need—Peak railway, chairs, and even very costly motor-car roads.

Let that same Inspector go out into the suburbs and report on the poor who are compelled to trudge miles to their labour as they have not the humble tram-car.

Cannot the Government look down and see that the toilers need consideration. Why must it be the upper classes that constantly need the public money?

Now that the Government has selected some noted people of Hongkong to discuss what is most suitable for a War Memorial, what will their consideration be for the rich or the poor?

However, the public is anxiously waiting to see if its money is going to be squandered or put to some useful purpose.

Yours etc.
SELF-GOVERNMENT.
Hongkong, March 16, 1919.

Sir,—As suggestions are being invited from the public with regard to the War Memorial to be erected in this Colony, I would like to put in a plea for Kowloon (which seems so far to have been overlooked), and to suggest that a much-needed Hospital for the ever-growing European population on this side of the harbour would be a fitting memorial on which to lay out a portion of the funds available. There have been several proposals for erections for the gratification of pleasure, but it seems to me that a nobler aim would be the alleviation of suffering. Hongkong is well supplied with Hospitals, but Kowloon has not a single one for European civilians, and in many cases where prompt attention may mean life or death to a patient, the long, tedious journey to a Hongkong Hospital has to be undergone. Kowloon has many splendid sites, and surely one of the grandest ways in which we can keep green the memory of those who fought,

UNIVERSITY OF
HONGKONG.FINAL EXAMINATION IN
ENGINEERING.

The report of the London Assessors has just come to hand, recommending the award of honours to the following candidates who graduated B. Sc. (Eng.) in June 1918:—First Class Honours, Liu Chen-Hua, Second Class Honours, Lim Bang-inn, Lee Boon-hock, Wang Zung-kwei, Wong Zung-yu, Cheah Sin-bee, Yau Kwong-yu, Shih Yung-chang.

The honours standard adopted by the Assessors whose examiners in the London University was that of the University of London.

Owing the war, the list of honours men for the previous year, 1917, was much delayed in receipt and has not been published. For 1917 the Assessors recommended the award of 2nd Class Honours to John Moraes, Lee Iu-chung, In Tak-chung and Lai Han-chin.

COMPANY REPORT.

CHINA SUGAR REFINING
Co., Ltd.

The General Agents of the above Company report as follows for the year ending 31st December, 1918:—

The working account for the year 1918 shows a profit of \$57,897.15 and the Consulting Committee recommended that this should be dealt with as follows:—
Balance at Debit of Profit and Loss A/c. carried from 1917 A/c. ... \$110,435.05
Profit for 1918 Work. ... 57,897.15
BONUS to Staff at Refinery ... 12,491.18
180,823.38

Leaving a balance at Debit of Profit and Loss A/c. to be carried to the new account ... \$285,029.08

Consulting Committee.—The Committee consists of Hon. Sir Paul Chater, C.M.G., Messrs. F. Maitland, A. O. Long, and H. P. White who offer themselves for re-election.

Auditors.—The accounts have been audited by Messrs. H. Percy Smith, F.C.A., and A. R. Lowe, F.C.A., who offer themselves for re-election.

suffered, and died for our sakes is to do our best to relieve the sufferings of those who are still "with us," and of generations to come. And as it is to the mothers of the nation that we look to give us sons and daughters to fill the gaps caused by the war, it is only fitting that the Hospital should comprise a Maternity Home for Europeans, which is also sorely needed in Kowloon.

Yours etc.
ENGLISHWOMAN.
Kowloon, March 16, 1919.

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S.S.	leave Hong-kong about	Due Marseilles about	Due London about
NORE	14th Mar.	20th April	2nd May
NOVARA	14th Mar.	23rd April	3rd May
NELLORE	14th April	18th May	27th May

Will take same bottom cargo for Rotterdam—Not available for passenger.

FOR SINGAPORE, COLOMBO & BOMBAY.

S.S.	leave Hong-kong about	Due Bombay about
DILWARA	15 Mar., noon.	31st March

FOR SHANGHAI, MOJI & KOBE Etc.

S.S.	leave Hong-kong about	Due Shanghai, Moji & Kobe
NELLORE	13th Mar., noon.	Shanghai, Nagasaki, Moji & Kobe

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P. & O. S. N. Co. E. V. D. Parr,
Hongkong, 12th March, 1919. Superintendent.

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SAILINGS FROM HONGKONG TO VANCOUVER

Shanghai Nagasaki (or Moji) Kobe & Yokohama.

Steamer	From Hongkong	Arrive Vancouver
EMPRESS OF RUSSIA	13 March.	31 March.
EMPRESS OF JAPAN	19 March.	9 April.
EMPRESS OF ASIA	27 March.	14 April.
MONTEAGLE	5 April.	29 April.
EMPRESS OF RUSSIA	24 April.	12 May.
EMPRESS OF JAPAN	7 May.	28 May.
EMPRESS OF ASIA	22 May.	9 June.
MONTEAGLE	10 June.	4 July.
EMPRESS OF RUSSIA	19 June.	7 July.
EMPRESS OF JAPAN	2 July.	23 July.
EMPRESS OF ASIA	17 July.	4 Aug.
EMPRESS OF RUSSIA	14 Aug.	1 Sept.
MONTEAGLE	20 Aug.	13 Sept.

For particulars regarding passage, fares, sailing times and reservation of accommodation, also for freight rates and through bills of lading, apply to P. O. SUTHERLAND, General Agent, Vancouver, B. C., Canada. Phone 712.

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Destination.	Steamer & Displacement.	Sailing Dates.
SHANGHAI, KORE & YOKO- HAMA	*Shidzuoka M. T. 12,520 Aki Maru T. 12,300	THURS. 20th Mar. at 11 a.m. FRI. 28th Mar. at 11 a.m.
NAGASAKI, KORE & YOKO- HAMA	Nikko Maru T. 9,600	TUES. 1st Apr. at 11 a.m.

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LONDON or Liverpool via Singa- pore, Malacca, Penang, Colombo, Suez and Port-Said	Inaba Maru T. 12,600 Kamo M. T. 15,980 Tango Maru T. 13,560 Nikko M. T. 9,600	SAT. 22nd Mar. at 11 a.m. SAT. 5th Apr. at 11 a.m. WED. 26th Mar. at 11 a.m. WED. 23rd Apr.
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NEW YORK via Shanghai, Kobe
Yokohama, San Francisco and
Panama Canal

BOMBAY via Singapore, Malacca
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CALCUTTA via Singapore, Pen-
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*Fushimi Maru SATUR. 22nd Mar. at 11 a.m.
*Suwa Maru MON. 5th May, at 11 a.m.

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*Suwa Maru MON. 5th May, at 11 a.m.

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Leave Hongkong.

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25th Apr. from Yokohama.

29th Apr. from Yokohama.

5th May.

21st May.

2nd May, from Yokohama.

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3rd May.

15th July.

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For particulars of sailings shippers are requested to approach

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Hongkong, 11, Mar. 1917.

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SHIPPING NEWS.

STANDARD STEAMERS.

Several of the standard steamers

which Lord Inchcape and Sir

Owen Phillips have taken over

from the Government and are

offering to shipowners at cost

price are already changing hands.

Two have been acquired, we are

informed, for considerably more

than £400,000 each. The pre-

war figure for these vessels

would be about £120,000. Tak-

ing the standard steamers which

have been sold for more than

£400,000 apiece, a leading ship-

owner pointed out to a

representative of the "Daily

News" that in order to pay 5 per

cent. interest on the money and

5 per cent. for depreciation—and

at these inflated prices 5 per cent.

is utterly inadequate—it means

that each vessel must earn £40,000

a year in excess of her actual

expendings in order to make two

ends meet, and there is only one

way in which the money can be

got to do it, and that is through

freights. Whilst the offer of Lord

Inchcape and Sir Owen Phillips

was welcomed in City circles

there was a great deal of

criticism amongst shipowners of

the standard steamers themselves.

These ships, it was pointed out,

are not the class of vessel that

ordinary shipowners would have

built. Each trade, a repre-

sentative was informed by one

authority, "wants its own

speciality of vessel. These

standard ships are very good for

carrying grain or doing ordinary

tramp work, but they are not the

class of ship which a liner com-

pany would have built. Not

only is the initial cost of these

standard steamers high—and it

would have been as high, no

doubt, if they had been built by

private owners—but a consider-

able additional expenditure is

now inevitable for alterations to

adapt them to the different trades

in which they will be used."

DEMobilisation OF MERCHANT

SEAMEN.

The Shipping Controller has in-

formed the Mercantile Marine

Service Association of his scheme

of demobilisation and re-settle-

ment of navigating and engineer

officers, sailors, firemen, cooks

and stewards of the Mercantile Marine

for re-employment afloat. The

arrangements are in the hands of

the Ministry of Labour, and

each seaman will be supplied

with a civil employment form

for particulars of his past

civil employment and his

wishes for the future, the object

being to release officers and men

for posts actually available for

them. The forms, when complet-

ed, will be sent to the Claims and

Record Office at Kew; are then

sorted, and those of seamen seek-

ing berths afloat sent to the

Ministry of Shipping, who is now

in communication with ship-

owners with a view to accelerat-

ing the disposal of all seamen to

their legislative services. Owners

are being asked to furnish the

Controller "with a list giving the

name, rank last held, and age if

possible, of officers who have been

employed by you who are known

to be now serving in His Majesty's

Forces, and to inform me in re-

spect of each:—

(a) Whether you are under any

specific obligation to re-employ

any of them, and, if so, which.

(c) Whether you are in a position

at once to employ any of them,

in the event of it being possible

to demobilise any immediately.

(d) If re-employment is depend-

ent upon the release to you of

any ship which is now demobilised

to the Government, can you specify

the particular ship in respect of

which you desire the officer's

services?

(e) When any of these officers

revert to your service is it your

intention to dispense with the

services of any officers now

employed by you? If so, can

you indicate the number and

approximate rank of such

officers?

The investigation is being

made in association with the

Appointments Department of the

Ministry of Labour. Should

SHIPPING.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON—Monthly direct service via Singapore and Port Said.
"ALPS MARU" 28th March.

GENOA & BOMBAY—Monthly service. Taking cargo on through
Bills of Lading with transshipment at Bombay to Co.'s steamer.

MARSEILLES—Monthly direct service via Singapore & Port Said.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS,
DURBAN AND CAPE TOWN VIA SINGAPORE.

"HIMALAYA MARU" End of March.

BOMBAY AND COLOMBO, Regular fortnightly service via
SINGAPORE.

"SIAM MARU" Thursday, 20th March.

BATAVIA, SOERABAYA, SAMARANG—Monthly direct service.

SYDNEY, MELBOURNE—Monthly service calling at AUUK-
LAND, N. Z. and ADELAIDE.

"LUZON MARU" End of March.

VICTORIA, VANCOUVER & TACOMA VIA MANILA, KEE-
LUNG, SHANGHAI, NAGASAKI, MOJI, KOBE.

YOKKAICHI & YOKOHAMA.

"MEXICO MARU" Monday, 14th March, (via Singapore)

"CANADA MARU" 17th March.

HAIPHONG—Three times a month service.

"DAITOKU MARU" Sunday, 23rd March.

KEELUNG, TAKAO VIA SWATOW & AMOY—These steamers
have excellent accommodation for 1st and 2nd class saloon
passengers and will arrive at and depart from the Soon
Yip wharf, near the Harbour Office.

TAKAO VIA SWATOW AND AMOY.

"SOSHU MARU" Thursday, 27th March, at 9 a.m.

KEELUNG VIA SWATOW AND AMOY.

"AMAKUSA MARU" Sunday, 16th March, at 10 a.m.

"KAJO MARU" Sunday, 23rd March, at 10 a.m.

"JOSHIN MARU" Monday, 17th March, at 9 a.m.

For sailing dates and further particulars please apply to—
K. YAMASAKI,
Manager.

Tel. No. 744 and 745

No. 1, Queen's Building.

Y. K. K.

YAMASHITA KISEN KAISHA.

(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1

NANYO MARU No. 2

NANYO MARU No. 3

SODEGAURA MARU.

KYODO MARU No. 13

TAMON MARU No. 1

ASOSAN MARU.

CHEIAN MARU.

REGULAR SERVICE FOR
FREIGHT BETWEEN

HONGKONG,

BANGKOK

and/or

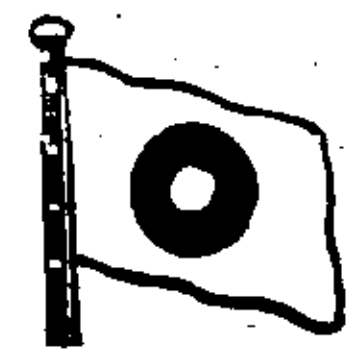
SINGAPORE.

For Particulars Please Apply to:—

M. KOBAYASHI, Agent.

Tel. No. 140 & 155.

Top Floor, King's Building.



KUHARA SHOJI KAISHA, LTD.

KUHARA TRADING CO., LTD.

(Shipping Department).

HEAD OFFICE (KOBE).

Branches and Representatives:—

TOKIO, OSAKA, LONDON, NEW YORK, PARIS, ROME, BEER, PORT SAID,
CALLAO, HAVANA, BOMBAY, CALCUTTA, COLOMBO, SINGAPORE, TAWAO,
BANGKOK, SAIGON, VLADIVOSTOK, SHANGHAI AND TAIPEI.

Taking Cargo on through Bills of Lading to Pacific Coast,
Japan, China, India, Java, North and South America, also to
Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to—

CHU KYOKU TRADING Co.,

M. HASHIMOTO,

Telephone No. 2108.

General Agents.

THE ADMIRAL LINE.

PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

REGULAR SAILINGS

BETWEEN

CHINA, MANILA, SINGAPORE, JAPAN
and SEATTLE.

Ship.	Destination.	Sailing.
M/S "ADMIRAL SIMS"	Singapore.	March 20th.
M/S "LIBBY MAINE"	Seattle.	March 20th.
M/S "ADMIRAL MAYO"	Singapore.	March 24th.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

JOHN J. GORMAN, GENERAL AGENT.

Telephone 2888. 5th Floor, Hotel Mansions.

SHIPPING.

CHINA MAIL STEAMSHIP CO., LTD.

THE
S.S. "NANKING"
(AMERICAN REGISTRY 15,000 TONS)

WILL SAIL FROM

HONGKONG TO MANILA

on or about March 22nd

RETURNING FROM

MANILA TO HONGKONG

on or about March 30th.

FARE ONE WAY (U.S.) Approximately H.K. \$35.00 only.

This sailing offers an unusual opportunity for a short sea
voyage to Manila and return requiring less than a fortnight's time,
at an extraordinarily low rate.

Accommodation and Cuisine unsurpassed on any steamer on
the Pacific.

NEW STEAMER, HUGE CABINS, AMERICAN OFFICERS,
COMFORT, SAFETY.

For further information regarding this service apply to

O. H. RITTER, Agent.

Prince's Building, Ice House Street, Tel. 1934.

THE AUSTRALIAN
ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamers.	Arrives Hongkong from Australia.	Leaves Hongkong for Australia.
TAIYUAN	19th March.	21st March.

These steamers are fitted with Refrigerating machinery, ensur-
ing a plentiful supply of ice, fresh provisions etc. and have superior
accommodation with Electric Light throughout and Electric Fans in
the State-rooms. A duly qualified Doctor is carried. Reduced Fares.
Cargo booked through for all Australian, New Zealand and Tas-
manian ports.

For Freight or Passage apply to

Butterfield & Swire.

Telephone No. 36.

KONINKLYKE PAKETVAART MAATSCHAPPY

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

"VAN WAERWYCK"

will be despatched at the end of March to:—

Singapore, Penang and Belawan Dell.

This vessel offers excellent cabin-accommodation for saloon
passengers.

Wireless Telegraphy.

For freight and passage apply to:

JAVA-CHINA-JAPAN LYN,

Agents.

Telephone No. 1574.

VESSELS LOADING AND TO LOAD.

Destination.	Vessel's Name.	For Freight Apply To.	To be De- spatched.
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JAPAN AND COAST PORTS.

Swatow and Bangkok	Changchow	B. & S.	17, Mar.
Shanghai via Swatow & Ningpo	Esang	J. M. Co.	18, Mar.
Swatow, Amoy and Foochow	Haihong	D. L. Co.	18, Mar.
Shanghai	Tean	B. & S.	18, Mar.
Shanghai	Wingsang	J. M. Co.	19, Mar.
Shanghai, Kobe and Yokohama	Shidzuoka M.	N. Y. K.	19, Mar.
Kobe	Fooksang	J. M. Co.	20, Mar.
Hoihow, Pakhei & Haiphong	Kaifong	B. & S.	20, Mar.
Shanghai	Sunning	B. & S.	20, Mar.
Manila	Loongsang	J. M. Co.	21, Mar.
Haiphong	Taksang	J. M. Co.	21, Mar.
Swatow, Amoy and Foochow	Haitan	D. L. Co.	21, Mar.
Tientsin	Chipsing	J. M. Co.	21, Mar.
Singapore and Penang	Namsang	J. M. Co.	21, Mar.
Keelung via Swatow & Amoy	Kaijo M.	O. S. K.	23, Mar.
Shanghai	Wosang	J. M. Co.	23, Mar.
Haiphong	Daitoku M.	O. S. K.	23, Mar.
Takao via Swatow and Amoy	Soshu M.	O. S. K.	27, Mar.
Shanghai, Kobe and Yokohama	Aki M.	N. Y. K.	28, Mar.
Manila	Yuensang	J. M. Co.	28, Mar.
Straits and Calcutta	Kumsang	J. M. Co.	1, Apr.
Java	Tjimanok	J.C.J. L.	1, Apr.
Nagasaki, Kobe and Yokohama	Nirko M.	N. Y. K.	2, Apr.

UNCLAIMED TELEGRAMS.

The Great Northern Telegraph
Company, Ltd.

The following Unclaimed Tele-
grams are lying here:—

Kienfung, from Shanghai.

Molom, Passenger, S.S. Sun-
ning, from Amoy.

Stavrakoff Elbmig, from Kobe.

Sandelson, British Consulate,
from Shanghai.

Zeroneone, from Osaka.

Wongkeetong, Wangcheong-
shing, from Moji.

Tantak, from Shanghai.

Wasshun, from Shanghai.

Cheongyaukai Kwanyee, from
Shanghai.

Kandoryoo, Passenger, Fus-
himi Maru, from Yokohama.

Yingzung, Jervois Street, from
Shanghai.

Chaumow, from Shanghai.

T. KRINO.

Act. Superintendent.

Hongkong, March 14, 1919.

Eastern Extension Australasia
& China Telegraph Co.

List of Unclaimed Telegrams
lying in the E. E. Telegraph
Office at Hongkong.

Pauline Thompson, Hongkong
Hotel, from Manila.

Rebec, 6 Austin Avenue, from
Singapore.

Sheshiboe, 34 Queen's Road,
from New York.

Wellin, from Blitar.

J. F. GIBSON,
Superintendent.

Hongkong, 13th March, 1919.

NOTICES.

FISK
NON-SKIDS

FOR PRICES
AND PARTICULARS

Apply to
SHEWAN TOMES & CO.

TEL. 659 & 781.

HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used All: A.B.C. With Edition: Engineering, First and Second Editions: Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers.

Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR

Modern up-to-date plant operated by our own specially trained
workmen under expert European supervision.
All classes of light steel work manufactured in the above process.
Tanks, Drums, Ventilators, Pipes &c., &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:—

NAME OF DOCK OR SLIP	LENGTH OF KEEL BLOCKS	ENTRANCE HEADWAYS	DEPTH STEPS ELL AT HEAD STEPS STEPS	DEPTH AT TAIL	DEPTH AT TAIL
KOWLOON					
No. 1 Dock, Kowloon	700'	12' 10" bottom	12'	12' 6"	
No. 2 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 3 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 4 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 5 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 6 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 7 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 8 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 9 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 10 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 11 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 12 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 13 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 14 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 15 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 16 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 17 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 18 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 19 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 20 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 21 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 22 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 23 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 24 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 25 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 26 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 27 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 28 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 29 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 30 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 31 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 32 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 33 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 34 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 35 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 36 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 37 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 38 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 39 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 40 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 41 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 42 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 43 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 44 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 45 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 46 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 47 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 48 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 49 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 50 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 51 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 52 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 53 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 54 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 55 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 56 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 57 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 58 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 59 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 60 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 61 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 62 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 63 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 64 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 65 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 66 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 67 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 68 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 69 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 70 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 71 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 72 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 73 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 74 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 75 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 76 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 77 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 78 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 79 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 80 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 81 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 82 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 83 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 84 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 85 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 86 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 87 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 88 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 89 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 90 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 91 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 92 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 93 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 94 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 95 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 96 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 97 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 98 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 99 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 100 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 101 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 102 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 103 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 104 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 105 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 106 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 107 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 108 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 109 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 110 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 111 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 112 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 113 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 114 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 115 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 116 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 117 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 118 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 119 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 120 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 121 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 122 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 123 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 124 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 125 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 126 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 127 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 128 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 129 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 130 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 131 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 132 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 133 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 134 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 135 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 136 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 137 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 138 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 139 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 140 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 141 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 142 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 143 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 144 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 145 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 146 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 147 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 148 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 149 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 150 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 151 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 152 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 153 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 154 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 155 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 156 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 157 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 158 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 159 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 160 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 161 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 162 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 163 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 164 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 165 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 166 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 167 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 168 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 169 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 170 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 171 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 172 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 173 Dock, Kowloon	700'	12'	12'	12' 6"	
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No. 175 Dock, Kowloon	700'	12'	12'	12' 6"	
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No. 208 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 209 Dock, Kowloon	700'	12'	12'	12' 6"	
No. 210 Dock, Kowloon	70				

REMEMBER
TEL. No. 977
FOR

MERCURY GARAGE

THE MOST
MODERN
CARS IN
TOWN.

SATURDAY'S LEAGUE FOOTBALL.

UNITED SERVICES LEAGUE.

Hongkong Club, 1; Royal Engineers, 2.
Navy, 5; South China, 0.

2ND DIVISION.

St. Joseph's College, 2; 83rd Coy., 0.
Staffs and Depts., 0; 88th Coy., 0.

There was not much in the football on Saturday last to enthuse over, both senior matches being of a very mediocre description. The weather conditions made matters most unpleasant, a heavy fog and mist terminating in a sharp downpour which made the ball and ground very slippery, and the football was ragged.

The Club again lost to the Royal Engineers, after a poor sort of game, and as a result of the match the Engineers put themselves in a strong position for the runners-up place in this League, while the Navy, who easily defeated a weak Chinese team, look sure winners in this League.

CLUB V. R.E.

The Club made several changes in their team on Saturday for this match. McCubbin and Black standing down and Richelmann and Reis taking their places at full-back. Jennings and Taylor came in on the wings. Clark playing centre-forward. The new formation started in good style, the Club forwards making some smart dashes, whilst the defence quickly settled down to a steady game. Richelmann and Reis kicking strongly. The Engineers' forwards, particularly Townsend and Pascall, were very lively, but it was left to the Club to open the scoring. McTavish getting in a fine low drive which beat the goalie all ends up. The Engineers retaliated with a goal by Pascall through a slight misunderstanding in the Club defence, and to the interval each goal was visited in turn, but there was no further scoring.

The Club re-shuffled their team in the second half, Reis going forward and Chassells taking his place at back, Pascall going to half-back. Many attacks were made on the Engineers' goal, but the Club forwards finished poorly and the Engineers from a breakaway scored again through Millard, who was in lively mood. The Club put up a hot attack on the Engineers' goal after this, McTavish and Clarke having hard lines and the Engineers' defence had a very busy time to keep their opponents from scoring on several occasions, the Engineers' goalie bringing off many good scores. The Engineers nearly scored again towards the end, Townsend getting through smartly, but Chassells saved in time.

The game was a poor one, brightened now and then some smart individual work, but there was too much loose kicking and the weather conditions made things very difficult for the players. The Engineers' goalie and his backs played strong games, whilst Heath was an energetic worker in the middle line. The forwards were very lively. Townsend, Pascall and Millard being the pick of a good lot. The Club tried several changes with a view to future matches and Richelmann was a success at back, but was sadly

missed forward on a goal-scoring day such as Saturday. Chassells and Stewart were very steady in the rear division and the forwards were smart but only McTavish looked dangerous, the others being too light and easily hustled off the ball. Pascall appeared to advantage while playing right half-back.

NAVY V. SOUTH CHINA.

A large crowd on the Navy ground had a big disappointment when it was seen that South China were resting four of their most prominent players, and with Cheung Wing-hong playing out of his position, it was apparent from the start that the Navy would be easy winners. Goals were scored by Neale and Travis in the first half very easily, whilst McNiven tested the goalie on numerous occasions, the defence being extremely weak, only Lau Hing-cheung in goal preventing a big score. Very few spectators watched the second half, the poor play of the Chinese team and the rain diminishing the crowd to an unusual extent for a South China match. The Navy kept South China penned in their own half during the remainder of the game.

The first goal was presented to Navy by one of the Chinese backs, who scored with a fine shot under pressure, and McNiven surprised the spectators by only getting two more, which, under the conditions prevailing, was poor for him, the Navy winning by 5 goals.

It is doubtful if the full strength of South China could have extended the strong side put in the field by Navy, several new men in the latter team being more than useful. McNiven and Neale could beat the Chinese defence when they liked, and the outside left, a sturdy youngster, played a good game. Biggs and the centre-half were the pick of a good line, whilst Warren and Bevan were very safe. Crocker had nothing difficult to contend with. The Chinese forwards were very weak, only Kwok B-kun and Au Kit-sang giving the defence any work, whilst Cheung Wing-hong was wasted at centre-half. The backs could kick, but their tackling was weak. Cheung played well in goal.

Mr. Emery was in charge of the game.

ST. JOSEPH'S COLLEGE V. 83RD COY. R.A.

This match created considerable interest, and St. Joseph's, although having a strong position at the head of the League table, left nothing to chance and fielded a strong side. The 83rd Co. made a good fight and came near scoring on occasions, but St. Joseph's had generally more of the play and deserved their lead of a goal at the interval, through Silva.

In the second half, the 83rd nearly equalised, but St. Joseph's took up the running and, scoring again through Zephr, made the match safe. St. Joseph's played a very clever game and with the same team will be a distinct acquisition to the Senior League next season. Hyndman, Omar and Silva form a clever trio and the others are not far below these three. The halves, although on the small side, are good and Ogley also is a safe back.

Dickenson and his confreres did well against a good lot and the right wing was prominent forward.

TO-DAY'S SHARE QUOTATIONS.

S.—SELLERS; SA.—SALES;
B.—BUYERS; N.—NOMINAL.

OFFICIAL PRICES BANKS.

H. K. & S. Banks n. \$747½
MARINE INSURANCES.
Cantons b. \$410
North China b. \$125½
Unions b. \$1025 sa. 1025/30
Yangtzes n. \$225
Far Easterns n. \$25

FIRE INSURANCES.

China Fires n. \$175
H. K. Fires n. \$355

SHIPPING.

Douglases a. 95½
Steamboats b. 23
Indos (Pref.) b. \$32
Indos (Def.) n. \$161
Shells b. 160½
Ferries s. \$53

REFINERIES.

Sugars s. \$120
Malabons n. \$36½

MINING.

Kailans n. 50½
Langkats b. 24½
Rauhs b. 2
Trombs n. 4½
Urals n. 40½

DOCKS, WHARVES, GODOWNS, & C.

H. K. Wharves s. \$117
Kowloon Docks s. \$161½
Shai Docks sa. \$128
N. Engineerings b. \$23½

LANDS, HOTELS AND BUILDINGS.

Centrals b. \$108
H. K. Hotels b. \$88
Land Invest. b. \$103
H'phreys Est. b. \$720
K'loon lands b. \$38
L. Reclamations n. \$175
West Points b. \$68

COTTON MILLS.

Ewos b. 1,212½
Kung Yiks b. \$17½
Lau Kung Mows b. \$145
Orientals b. \$72
Shai Cottons b. \$169
Yangtzepeos b. 1,930

MISCELLANEOUS.

Green Islands b. \$8.65
Borneos b. \$15
China Light & P. n. \$51
Providents n. \$81
Dairy Farms b. \$28
H. K. Electric b. \$75½
Macao Electric n. \$33½
Ropes b. \$30
Trams, Low Level n. \$8
Trams, Peak, old b. \$730
Trams, Peak, new b. cts. 75
Laundries b. \$3.60
Steel Fou idries n. \$12
U. Waterboats b. \$12½
Waters n. \$6.15
Wm. Powells b. \$91
Wiseman's b. \$27

Hongkong, March 17, 1919.

Mr. Stevenson was in charge of the game.

STAFFS AND DEPTS. V. 88th COY.

The Staffs were a trifle unlucky to lose a point in this match, but the 88th Coy. have proved the undoing of more than one club this season and are to be congratulated on giving the various leaders in the League such fine games. It is this spirit of playing the matches out for the sake of the game, and not the points, which is good for sport, the giving of points in any competition, under any conditions, being most unsatisfactory to teams who have had to play for the same. This has been done in the Senior as well as the Junior Leagues this year. Staffs had territorially much more of the game, but Ellarby and Wain missed on occasions when well placed, and Youall and Leatherland were almost through for the 88th at times. Schooler and Bundle, however, being very steady at back. Crompton, at back for the 88th, played a rare good game and had a lot to do with upsetting the Staff's goal scorers. The draw, nothing scored, slightly flatters the 88th Coy., however, as the Staff's usually smart forward line had a day off.

Mr. Townsend was in charge of the game.

QUIZ.

TO-DAY'S ADVERTISEMENTS.

HONGKONG TRAMWAY CO., LIMITED.

(Incorporated in the United Kingdom.)

NOTICE IS HEREBY GIVEN that the COLONIAL (Hongkong) REGISTER of the Company will be CLOSED from TUESDAY, 25th March 1919, to WEDNESDAY, 23rd April 1919, both days inclusive.

By Order of the Board of Directors
W. E. ROBERTS,
Secretary.
Hongkong, 17th March, 1919.

THE HONGKONG AND WHAMPOA DOCK CO., LTD.

NOTICE is hereby given that the Ordinary Yearly Meeting of Shareholders will be held in the Office of the Company, 2 Queen's Buildings, Hongkong, on Monday 31st March, 1919, at noon, for consideration of the Directors' Report and Statement of Accounts for the year ending 31st December, 1918.

The Share Register and Transfer Books will be closed from the 22nd, to the 31st inst. both days inclusive.

By Order of the Board of Directors
R. M. DYER
Chief Manager.
Hongkong, 15th March, 1919.

PUBLIC AUCTIONS.

THE Undersigned has received instructions to sell by Public Auction on

FRIDAY, the 21st March, 1919,

commencing at 2.30 p.m. at his Sales Rooms, Duddell Street,

A Fine Assortment of Silver Ware and Prince's Plate,

comprising:—

Spirit lamp with porcelain teapot, Salad bowls and servers, Entree dishes, Ice bucket and tongs, Trays, Hot water dish, Decanters, Claret jugs, Biscuit box, Ice cream plates, Li neur glasses in case, Ice cream plates and spoons in case etc., etc.

And One Tantalus Liquor Stand with 3 Cut-glass bottles

Also

A Selection of French Porcelain-ware consisting of Centre-pieces, Vases, Plates, Jars, Flower pots, Dishes etc., etc.

Terms: Cash on delivery.

Catalogue will be issued. On view from Thursday the 20th March 1919.

GEO. P. LAMMERT,
Auctioneer.

THE Undersigned has received instructions to sell by Public Auction on

WEDNESDAY, the 26th March 1919,

commencing at 11 a.m.

at his Sales Rooms, Duddell Street,

(For account of the concerned)

MILD STEEL PAN HEAD RIVETS

2" x 2½" 2½" 3" 50 50 50 cwt.

2" x 1½" 1½" 2" 2½" 2½" 30 50 100 100 100 100 100

3" 100 cwt.

2" x 1½" 1½" 2" 2½" 2½" 3" 50 50 100 100 100 100 100

100 cwt.

On View: Now.

Terms: Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

TO-DAY'S ADVERTISEMENTS.

G. R.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on Monday, the 24th day of March, 1919, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of Crown Land above Bowen Road in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOTS.

Plot No. Registry No.	Locality.	Boundary Measurements.	Content in Square Feet.	Annual Rent.	Upset Price.
1	At Bowen Road.	As per plan.	10,000 128	\$ 8	\$ 800

UNION INSURANCE SOCIETY OF CANTON LIMITED.

NOTICE.—PURSUANT to the powers contained in Article 46 of the Articles of Association of the Union Insurance Society of Canton Limited and of all other powers thereunto enabling it, the Board has cancelled the certificates for the shares of the Society set out below and has disposed of such shares in the open market and as and from the date hereof no rights under such certificates will henceforth be recognised. New certificates for the said shares have been issued in place of the certificates set out below.

RE TSANG KENG DECEASED.

NOTICE.—A meeting of the creditors (other than the fully secured Creditor) who consented to the Receiving Order against the above named debtor being rescinded will be held on MONDAY the 24th day of March 1919, at 3 o'clock in the afternoon, at the offices of the Union Insurance Society of Canton Limited to receive from Mr. Ede a Report of the manner in which the properties assigned to him for the benefit of such creditors have been dealt with and an account of the monies received and expended by him, preparatory to the declaration of a first and final dividend. The sum available for such dividend is a sum of approximately \$17,362.97 and the dividend will accordingly be small.

All such creditors as desire to participate in such dividend should forward immediately to Messrs. Deacon, Looker, Deacon & Harston, Mr. Ede's solicitors, particulars showing the amounts of their claims, together with particulars of any sums received by them since the rescission in respect of their claims and the balance now remaining due. These claims should be forwarded on or before the 24th instant, as the monies in hand will be distributed amongst the claims received on or before that date. Partly secured creditors must value their securities.

The creditors will be required to verify their claims by Statutory Declarations if thought fit.

Dated the 15th day of

March, 1919.

C. MONTAGUE EDE
Trustee for the creditors.

BREEZY GARAGE.

Tel. No. 2499.

31, Des Voeux Road, Central.

The latest model, "Chandler", "Hudson" and "Oakland" cars for hire. Theatre parties. Pleasure trips. Shopping etc. at moderate charges. Our cars are only driven by experienced drivers, so that all clients are sure of every safety and comfort. Large stocks of spare parts and children's "Skidders" on sale. Motor car, launch and cycle repairing done daily. Call and inspect.

永 安 有 限 公 司
THE WING ON CO., LTD.
HONGKONG.
UNIVERSAL PROVIDERS,
Most up-to-date and Cheapest House
in Hongkong.
Prompt attention given to Orders.

JUST ARRIVED.

Large Assortment of
Lace Works, Embroideries, Drawn Thread Works,
comprising
Collars, Blouses, Handkerchiefs, Table & Bed Covers, etc.,
Fillet & other Hand-made Laces.
Exquisite modern designs, Excellent quality,
Moderate prices.
INSPECTION CORDIALLY INVITED.
SWATOW DRAWN WORK CO.,
No. 14, DES VOEUX ROAD, CENTRAL.

Maison Lily

Just received an assortment

New Shaw Hats,
Linen, Pique, Plain
and Flowered Veils.

Alexandra Building,
Hongkong.

THE HONGKONG SCHOOL OF MOTORING.

APPLICATIONS FROM STUDENTS ARE
NOW BEING ACCEPTED.

The SCHOOL has accommodation for 200 PUPILS, the syllabus including courses for MECHANICS and DRIVING.

SPECIAL FACILITIES are offered to persons desirous of becoming CHAUFFEURS and not at the moment having means at their disposal for their course.

Works and school-Shaukiwan Office-4 Queen's Road Central.

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FAMOUS
ESTABLISHED

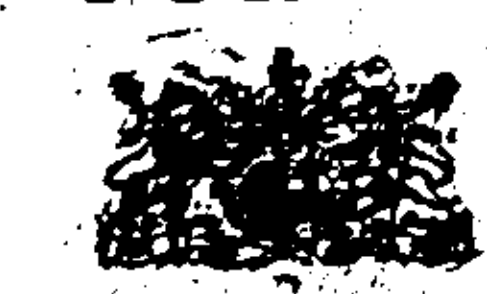


FOCKINK
LIQUEURS
1679

AS PURVEYED

TO ALL THE

ROYAL HOUSEHOLDS



A BRAND OF LIQUEURS WHICH EXCELS IN MERIT.

SOLE AGENTS FOR CHINA:—
HOLLAND PACIFIC TRADING CO.
(Late WILLEM HEYBLOM CO.)
POWELL'S BUILDING.

THE HONGKONG & KOWLOON WHARF & GODOWN CO., LTD.

TO-DAY'S NEW ADVERTISEMENT.

NOTICE is hereby given that an Extraordinary Meeting of the Hongkong and Kowloon Wharf and Godown Co., Ltd., will be held at the office of Messrs. Jardine, Matheson and Co., Ltd., Polder Street, Hongkong, on Friday, the 22nd day of March, 1919 at 12 o'clock noon when the subjoined resolutions which were passed at the Extraordinary General Meeting of the Company held on the 7th day of March, 1919 will be submitted for confirmation as Special Resolutions—

That the capital of the Company be increased from \$5,000,000 to \$4,000,000 by the creation of 20,000 new shares of \$50.00 each new shares to participate in any dividend declared after the 7th February, 1919 pro rata with the existing capital.

That the Articles of Association be altered in manner following—viz.,

(a) By the insertion of the words "without the sanction of the Directors" between the word "shall" and the word "except" in line 2 of Article 19.

(b) By the addition of the following words at the end of Article 19:— "Provided further that the registration of a transfer of shares whereby the holding of any shareholders is increased beyond 1500 shares shall be conclusive evidence that the sanction of the directors to such increased holding has been given." "101" constituting the number of Article 101 and by the addition of the following paragraph to Article 101:—

(b) The Board may employ the reserve fund for the time being or any portion thereof (and that whether such fund or such portion as is proposed to be dealt with was set aside for the special purpose to which it is proposed to be applied or for any other purpose or still in or for all or any of the following purposes that is to say, in meeting contingencies, in equalizing dividends, in paying special dividends, or bonuses, in repairing, improving or maintaining any of the property of the Company or otherwise in the business of the Company and in or for such other purposes as the Board shall in its discretion think conducive to the interests of the Company and in regard to any such employment as aforesaid the Board shall not be bound to keep the reserve fund separate from the other assets.

(c) By the addition immediately after article 101 of a new Article as follows:—

"101A. (1) The Company in General Meeting may in the year 1919 pass a resolution to the effect that it is desirable to capitalise to the extent provided for by this Article the sum of \$1,000,000 being part of the undivided profits of the Company standing to the credit of the Company's Reserve Fund, and accordingly that for the purpose of effecting such capitalisation such sum of \$1,000,000 be distributed as a bonus amongst the persons who are registered as the holders of the issued shares of the Company on such date as the Board shall decide in proportion to the issued shares held by them on that date respectively, and that the Board be authorised to distribute amongst such persons as aforesaid one new unissued share for each complete number of three issued shares held by them and that the Board be further authorised to allot the surplus of such unissued shares remaining after such allotment to such persons as the Board may think fit on such terms and conditions as they think fit.

(2) When such resolution has been passed the Board may allot and issue the 20,000 unissued shares of the Company credited as fully paid up to such persons as are referred to in paragraph 1 of this Article in satisfaction of the said bonus to the extent of the allotment one unissued share for each complete number of three issued shares held by them respectively, and prior to such allotment the Board may authorise any person on behalf of such persons as aforesaid to enter into an Agreement with the Company providing for the allotment to them of such shares credited as fully paid up and in satisfaction as aforesaid and in such manner as the Board may think fit.

(3) It shall be no objection to resolutions passed under paragraph 1 of this Article that they are passed at the meeting at which the resolution introducing this article was confirmed as a Special Resolution, provided that due notice of the intention to propose such resolutions shall have been given prior to the meeting.

And the subjoined resolution will be further proposed as an Extraordinary Resolution:—

"That it is desirable to capitalise to the extent hereinafter provided the sum of \$1,000,000 being part of the undivided profits of the Company standing to the credit of the Company's Reserve Fund and accordingly that for the purpose of effecting such capitalisation a bonus of \$15.00 per share on each of the issued shares of the Company be and the same is hereby declared and that the Board be and they hereby are authorised to satisfy such bonus as far as possible by the distribution amongst the persons who are registered as the holders of the issued shares of the Company on such date as the Board shall decide of one of the unissued \$50.00 shares of the Company credited as fully paid up in respect of each complete number of three of the issued shares of the Company held by such persons as aforesaid and in satisfaction of such bonus in respect of each such complete number of three issued shares."

Dated the 11th of March, 1919.

By the Order of the Board,
W. A. BROWN,
Secretary.

TO-DAY'S NEW ADVERTISEMENT.

UNION INSURANCE SOCIETY OF CANTON LIMITED

NOTICE.

PURSUANT to the powers contained in Article 46 of the Articles of Association of the Union Insurance Society of Canton Limited and of all other powers thereto enabling it, the Board has cancelled the certificates for the shares of the Society set out below and has disposed of such shares in the open market and as from the date hereof no rights under such certificates will henceforth be recognised. New certificates for the said shares have been issued in place of the cancelled certificates set out below.

Certificates No.	Shares	Names	Certificates No.	Shares	Names
804	5	8311/8315	Christian Breckmann		
425	1	4015	Gustav Theodor		
150	5	9041/9045	Johann Nicolaus		
321	5	3026/3030	Carl Heinrich Bogge		
380	2	28/29	Carl Heinrich Bogge		
322	5	9436/9450	Carl Heinrich Bogge		
1042	1	6429	Otto Friedrich Beck		
1313	1	6353	William Adolphus		
1142	1	42	Philippi		
1224	1	7421	Cordas Gruber		
			Oscar Katz		

C. MONTAGUE EDE,
General Manager.

Hongkong, 17th March, 1919.

THE CORONET

Do you believe in Eugenics?
Do you believe, that is, that
every baby born into the world
has the RIGHT to be "well-born"
of Parents both Morally and
Physically Sound?

If you do, you will recognise
the truth of the lessons conveyed
in W. D. Griffiths' big Photoplay,
"THE ESCAPE."

If you are not yet convinced upon
the point, you badly need conversion.



Unable to obtain work, she went to the Senator and found "the sweet way."

THE CORONET

CINEMA ATTRACTION.

"THE ESCAPE" AT THE CORONET.

There is a big attraction offering at the Coronet Theatre to-night, when "The Escape" will be screened for the first time in Hongkong. This is one of D. W. Griffith's famous pictures, which, though dealing with grim drama, has a fine moral—that to be happy one must be born right. It is a story which will make people think, and, as usual with Griffith's films, it is magnificently staged.

The tale has to do with two sisters brought up amid humble, not to say sordid, surroundings. The elder, May, is strong, healthy and good-looking; Jennie, the younger, is neurotic, consumptive and plain. Jim Joyce, their father, is a typical day labourer, brutal, unimaginative and, though blustering enough to those weaker than himself, a coward at heart. Into their lives comes Bull McGee, the bully of the district and leader in all that is unlawful, who makes love to

May. Terrorised by the brutality of her admirer, she drifts along to the wedding day, and then—at the instigation of the district doctor, who attends the family occasionally to repair the damage done during the drunken fits of their bestial father—she makes her escape and is fortunate enough to find employment. Jenny, the weakling, is, of course, an admirer of brute strength, and marries the abandoned, bridegroom. Misfortunes come to both sisters—in the form of a sickly baby to the one, and the loss of her job to the other. The elder sister solves her problem in the easiest way; it is worked out for the younger by the death of her baby. While the bereaved sister struggles pitifully on amid her soul-stifling surroundings, life is apparently a bed of roses for her sister. Again, however, her mentor visits her and he still brings her the same message, "Escape."

What eventually happens we will not here disclose, but we are assured that the climax is most engrossing. No-one should miss seeing this production.

LEAGUE CRICKET.

NAVY v. C. R. C.

This match, played on the C. R. C. ground, proved an easy win for the Chinese. The Navy batted first and six wickets went down for only 25 runs. Pay Lieut. Robinson then made a fine attempt to pull the match out of the fire and when he was dismissed he had 53 runs to his credit. Mr. Fife also gave valuable assistance, scoring 27. The final score was 96. For the C. R. C. Ng Sze Kwong put up a finely played 88, after giving a chance at the beginning, and five of the other batsmen made double figure scores, the final total being 170. Scores—

NAVY.					
Pay. Lieut. Johnson, b Yew Man Tsun	0				
Sig. Hack, c Sin Man Ping, b Yew Man Tsun	0				
Pay. Lieut. Holborn, c Ng Sze Kwong, b U Hef Fan	1				
Sig. Bartlett, c Yew Man Tsun, b U Hef Fan	1				
Com. Gurner, b U Hef Fan	6				
Pay. Lieut. Robinson, b Lee	33				
Mr. Coomes, run out	1				
Mr. Fife, c U Hef Fan, b Lee	27				
Mr. Hake, b Yew Man Tsun	0				
P. O. Hammonds, not out	0				
P. O. Clayton, run out	2				
Extras	5				
Total	96				

Bowling.	O.	M.	R.	W.
Yew Man Tsun	8.5	1	39	3
U Hef Fan	7	2	34	3
Ng Sze Kwong	2	1	14	1
G. Lee	2	1	4	2

C.R.C.					
Ng Sze Kwong, c Hack, b Gurner	88				
Yew Man Tsun, c Pile, b Hack	22				
H. Ching, b w, Hack	13				
U Hef Fan, c Hammonds, Gurner	11				
G. Lee, c Hack, b Gurner	0				
Sin Man Ping, c and b Hack	18				
Wei Lee San, b Gurner	0				
Wong Po Keung, not out	17				
K. K. Wong, not out	2				
Chan Ting San, did not bat	—				
Wu Pak Fuk, did not bat	—				
Extras	1				
Total	170				

Bowling.	O.	M.	R.	W.
Hack	11	1	67	3
Pile	4	2	23	3
Coomes	6	2	23	—
Robinson	3	2	26	—
Gurner	4	2	25	4

C.R.C.					
Ng Sze Kwong, c Hack, b Gurner	88				
Yew Man Tsun, c Pile, b Hack	22				
H. Ching, b w, Hack	13				
U Hef Fan, c Hammonds, Gurner	11				
G. Lee, c Hack, b Gurner	0				
Sin Man Ping, c and b Hack	18				
Wei Lee San, b Gurner	0				
Wong Po Keung, not out	17				
K. K. Wong, not out	2				
Chan Ting San, did not bat	—				
Wu Pak Fuk, did not bat	—				
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Gurner	4	2	25	4

MANCHESTERS.			
Cpl. Horrocks, run out:	...	2	
Pte. Walker, c Rumjahn, b			

EARLIER TELEGRAMS.

THE GERMAN SITUATION.

DESCRIBED AS VERY SERIOUS.

London, March 6.
 Reuter learns that all authoritative information confirms that the situation in Germany is very serious. Since the murder of Esner, the Central Council of Bavaria, which is the only existing organ of the Government, is dominated by a small band of Bolsheviks supported by an armed mob of soldiers and sailors and the worst elements of the town. Thus for the first time a purely Bolshevik Government has been set up in Germany, controlled by Russian agitators who are in close touch with the Bolshevik Headquarters at Moscow. The position of Scheidemann's Government is regarded as shaky and its only effective support is believed to be General Noskes 36,000 troops.

GENERAL STRIKE FAILS.

Copenhagen, March 6.
 A semi-official message from Berlin, dated March 5 declares that the general strike is regarded as having thoroughly failed. The postal officials and big store employees oppose the strike and smaller manufacturers are busy, although the bigger are not working. Government troops are guarding the most important places and have re-occupied the Police Stations. It is stated that the Government has the situation completely in hand.

A message from Weimar, dated March 5 states that negotiations between Berlin and Majorities Socialists and the Government eased the situation. The Government is proposing to Berlin strikers that Workers and Soldiers Councils shall form an organic part of the Constitution.

MINISTRY RESIGNS.

Amsterdam, March 7.
 A message from Berlin says that the Scheidemann Ministry has resigned but Herr Ebert had declined to accept it.

CROWD FIRED ON.

Basle, March 6.
 A message from Berlin, dated March 5, says the crowd tried to hold up the troops marching to protect the police. Presidency troops fired, dispersing them. An attempt by the Spartacists to storm the Alexander Barracks was repulsed. Numerous barricades are erected in the main thoroughfares and many tanks are used to clear the streets of demonstrators. Pillaging has increased. Foodshops and drapers establishments have been extensively looted.

A message from Prague says: The general strike in the German towns of Bohemia is a fiasco. A Bolshevik agitator at Numa was arrested to save lynching by the crowd.

THE ARMISTICE TERMS.

MR. LLOYD GEORGE YIELDS A POINT.

Paris, March 7.
 In discussion yesterday Mr. Lloyd George yielded to the view that for England to take some German capital ships would involve her in Naval competition with the United States. Great Britain and America were now agreed on this question, and in order to harmonise their view with France and Italy some ships should possibly be apportioned to the latter countries, instead of being destroyed.

The question of the duration of the Naval and Military terms is beginning to assume a more important aspect than the terms themselves.

The actual terms as considered yesterday may be summarised as follows: Disarmament down to 200,000 men, consisting of 15 divisions of infantry and 5 of cavalry, divided into five Army groups. The men to be chosen by lot for one year service as class must not exceed 150,000. The officers must serve 25 years, non. coms. 15 years. Provision will be made for the effective enforcement of this system, the continuance or modification of which will eventually be determined by the League of Nations. The amount of arms and ammunition to be restricted to the ratio requisite for the above force.

A DIFFERENCE OF OPINION.

Paris, March 11.
 The Supreme Council of War will hear Marshal Foch's report on the proposals of Mr. Lloyd George for Germany's military disarmament, requiring Germany not to be allowed more than 100,000 men under arms, including the police and customs officers. Those views are not fully shared by Marshal Foch, who objects to a professional army which is the nursery of cadres for the eventuality of mobilisation. It would be better to reduce the General Staff cadre than the number of men spending a few months in barracks.—Havas.

BRITAIN OPPOSES CONSCRIPTION.

London, March 6.
 In the House of Commons Mr. Churchill, speaking on the motion for the rejection of the Military Service Bill, said the Government policy was against permanent conscription and for the creation of a volunteer army for overseas garrisons and home defence. The scheme was progressing well. We were fighting in Paris for the abolition of conscription throughout Europe, had recommended its abolition in Germany and had advanced detailed proposals for limiting the German army on a long service voluntary basis, capable of maintaining internal peace but incapable of menacing the security of neighbouring states. He did not know whether the British view would prevail as we would be soon almost alone in this policy but the discussions were proceeding. It was possible that Japan, France, Italy, and the United States might all adopt some form of compulsory service, while as regards Russia that "pioneer of advanced democratic thought" had already adopted the most violent form of conscription, encompassed by the cruellest conditions. Nevertheless we were doing our utmost by precept and example to procure the universal adoption of voluntarism throughout Europe and we had already begun to re-establish the voluntary system to which before the war we were almost the sole adherents. He emphasised that the Bill was not wanted for sending a large force to Russia. No one would be foolish enough to suggest intervening there with conscript troops. He pointed out that since Nov. 11 none had been called up under the Military Service Act. If it became necessary to keep an army on the Rhine during the greater part of 1920 we would consult the House about calling up young men to go out as reliefs but he did not believe that would be necessary. Our army on the Rhine and communications was 420,000 which was no larger than the United States was keeping there at present, but naturally was far smaller than the French force. We would be prepared to reduce our forces if the others reduced theirs. He concluded by urging the imperious necessity of the bill as without it we could not secure the fruits of war.

The Military Service Bill passed the second reading by 206 votes to 11.

EARLIER TELEGRAMS.

GERMAN DESTRUCTION.

Paris, March 11.
 German official documents discovered at Brussels demonstrate in connection with the destruction of the occupied districts of France and Belgium that a pulling down department was a branch of the Governor-General's organisation at Brussels.

Paris, March 11.
 President Deschanel explained at a meeting at the Trocadero that innocent France was ruined, while guilty Germany was intact. "She shall pay."—Havas.

THE DANGERS OF BOLSHEVISM.

London, March 7.
 In the House of Commons, replying to a debate on Foreign Affairs, Mr. Bonar Law said few people now had any illusions as regards Bolshevism. The Allies agreed that something must be done for Russia, but none would recommend the despatching of the necessary forces to quell anarchy. He could not in this connection add anything to the speech of the Premier. The Government realised that the country expected to get the best possible indemnities from Germany and he emphasised that it was our business to get every penny we could but it was useless holding out the hope that the indemnities would wipe out the country's immense war debt. He agreed it was urgent to get peace quickly because there was a real danger of Germany sinking into Bolshevism. Moreover there was the greatest necessity to get our trade and industry restarted most effectively and therefore the sooner the blockade was ended with the knowledge that we could depend upon another weapon the better it would be for Britain and the world.

FIGHTING THE BOLSHIEVKS.

London, March 6.
 Reuter is informed that the Bolsheviks re-attacked the Archangel front on the afternoon of March 1. After a heavy bombardment of the Vaga Sector infantry captured the village of Yevskaya from which Allied troops after a gallant resistance all day and night withdrew about a mile, early in the morning of Mar. 5 after inflicting heavy casualties on the enemy. Allied blockhouses and the village were burned out. In fighting on the Murmansk front last week the Allies inflicted heavy casualties on the Bolsheviks of whom three leading Commanders were killed. The enemy is now withdrawing, probably transferring in the direction of Perm.

HUGE COAL PROFITS.

London, March 5.
 Remarkable revelations regarding the increase in coal profits in wartime was made at the first sitting of the Coal Commission of the House of Lords to-day by Mr. A. L. Dickinson, Financial Adviser to the Coal Controller, who stated that while on an average during the four years ending in 1913 the output of coal in Britain was 270,000,000 tons and the profit £13,000,000 the corresponding figures for 1915 up to September were 213,000,000 tons and £29,000,000. Mr. Dickinson admitted that the Government increase of 2 1/2 on June 10, 1918, meant that £29,000,000 was taken from the public. The increase would not have been granted had the Government had the above figures before it. Mr. Dickinson estimated the granting of the miners' demands would increase the cost of the production of coal by 6 1/2 a ton compared with September 1918.

BRITAIN'S AVIATION PROSPECTS.

London, March 4.
 The "Times" correspondent at Paris dealing with commercial aviation emphasises that the British Empire holds a very strong position since the two great world air routes, namely from Europe to Australia via India and from Cairo to the Cape lie largely over British territory. He urges the establishment of supply and repair stations on these routes as soon as possible and the appointment of an Imperial Air Commission to decide what proportion of the cost should be borne by the Dominions and Colonies and resolve on the standardisation of one type of engine and aeroplane for the route. He contends there must be a standard British engine for the whole Empire, because stations on the Imperial Air routes will be unable to stock spare parts for more than one type of engine or be staffed with mechanics expert in more than one machine. The immediate adoption of a standard engine would compel other countries using the British routes to adopt British engines and British machines, giving British industry a practical monopoly of commercial aeroplanes in the eastern hemisphere. He concludes by emphasising the strategic value of the above routes enabling the Imperial Air Forces to speedily concentrate in Egypt.

FIXING THE INDEMNITY.

London, March 6.
 Speaking at the Institute of Bankers last night, Sir Charles Addis (London manager of the Hongkong and Shanghai Banking Corporation), said a review of the modern war, money and indemnities suggested that they should be moderate in the amount they thought that Germany ought to pay, but there was nothing weak or unmanly in practising the Christian law of forgiveness. Penal indemnity was bad business. The argument for inflicting an indemnity such as would cripple Germany economically and prevent her preparing another war appeared to be self-destructive. Obviously crippled Germany could not pay the penal indemnity. It was a chimera to suppose that peace could be guaranteed by crippling a nation. After the prior claims of France, Belgium, Italy, Greece, Serbia, Rumania and Montenegro had all been satisfied and our own civilian damage repaired he feared little would be left to defray our military expenditure even if Germany was skinned. To secure the maximum indemnity with the minimum injury to British trade it would be necessary to afford Germany free access to raw materials and freedom to arrange her own mode of paying the indemnity which should be for a moderate amount well within her taxable capacity and on such terms as to keep alive in the debtor the hope of redemption within a reasonable time.

EARLIER TELEGRAMS.

THE L. C. C. ELECTIONS.

MUNICIPAL REFORMERS STRONG.

London, March 7.
 The London County Council elections took place yesterday. Seventy-eight results have been announced, including 58 unopposed, namely 39 Municipal Reformers, 17 Progressives. The 22 elected comprise eight Reformers, nine Progressives, five Labourites. The Duchess of Marlborough, Progressive, was returned at the head of the poll for Southwark.

The final results of the London County Council elections are Municipal Reformers 69, Progressives 40, Labour 15, Independent 1.

NORTH RUSSIAN SITUATION.

London, March 6.
 Reuter learns that the situation in Russia is at present as follows:—In the Northern Urals Siberian troops are continuing their successful movement. South-west of Kungur, and south of the Viatka river railway and advancing on Sarapul. In the Southern Urals Siberian troops have occupied Nikolaevo, 32 miles east by south of Bisk. General Dutov's Cossacks cut the Tashkent-Orenburg railway. Bolshevik forces in the above regions are estimated at 123,000.

THE EX-KAISER'S TRIAL.

Paris, March 11.
 Well-informed quarters in Paris state that as a result of the report of the Conference Commission dealing with the responsibility of the war, the Kaiser's extradition may be demanded from the Dutch Government. The proposal is that National Tribunals shall try all offences against the common law, and that an International Tribunal should deal with the questions affecting the heads of states, and leading generals incriminated.—Havas.

BELGIUM'S CLAIMS.

Paris, March 6.
 It is stated that the Commission on Belgian Affairs has decided to make no recommendation as regards the Belgian claims to Dutch territory, regarding it as outside its jurisdiction to dispose of territory belonging to a neutral.

TRADE WITH THE DOMINIONS.

London, March 7.
 In the House of Lords, replying to a question, Lord Somerleyton on behalf of the Board of Trade said Board of Trade licences issued during the current year did not operate disadvantageously to trade with the Dominions. The Government earnestly desired to give the Dominions the utmost possible markets for their exports and foster trade within the Empire for those commodities which each part of the Empire was best fitted to produce. A Conference between representatives of the Canadian Mission and the Government was recently held at which the views of Canada were fully stated and considered. It was hoped that the Conference would produce good results to the Mother Country and Canada.

IMPORT RESTRICTIONS.

London, March 7.
 In the House of Commons Mr. Bridgman announced that the Government had decided that import restrictions should continue to be imposed on goods coming from any part of the Empire. Without the consent of the Cabinet which could not be given unless some unforeseen necessity arose it was impossible at present to remove all the restrictions on imports from foreign countries but all raw materials would be free from import restrictions.

THE NAVAL ESTIMATES.

London, March 6.
 Naval Estimates have been issued for 1919-1920 amounting to £149,000,000, and providing for a personnel of 280,000. The largest items include £87,000,000 for new construction, repairs and maintenance, £28,000,000 for wages, and £19,000,000 for armaments and aviation.

NEW AERIAL SERVICES.

Paris, March 11.
 French aeroplane firms are planning aerobus routes to London and various French provincial towns in Algeria and Morocco. An English aerial service is to be started very soon between London and Paris, the return fare being £15.—Havas.

AMERICA WARNS ITALY.

Washington, March 7.
 The United States has warned Italy that unless the latter ends the delays being caused to the transmission of supplies to the newly established Jugo Slav and Czechoslovak States steps will be taken to cut off the supply of American foodstuffs to Italy.

TROOP TRAINS COLLIDE.

Amien, March 5.
 A British leave train proceeding to Rouen collided with a troop train and was wrecked. The bodies of eleven British soldiers were extricated from the wreckage and 75 were injured.

MILITARY APPOINTMENTS.

London, March 12.
 It is officially announced that Sir Douglas Haig has been appointed Field Marshal Commanding-in-Chief the forces in Great Britain. Sir William Robertson has been appointed General Officer Commanding-in-Chief the army of the Rhine.

MR. LLOYD GEORGE IN PARIS.

Paris, March 6.
 Mr. Lloyd George has arrived.

FABRIQUES TO BE SCRAPPED.

NO MANUFACTURE OF TRADE ARTICLES.

Sir Eric Geddes, speaking at the meeting of the Associated Chambers of Commerce at the Connaught Rooms recently, referred to the State factories, and explained the Government policy.

He knew it was feared, he said, that the Government proposed to embark on industrial ventures, but there was no foundation for that. The Cabinet had decided that it would manufacture in national factories no article requiring sales organisation.

A certain number would be retained purely for munition and special Government purposes, and obviously there must be a larger number than the normal under peace was signed, because we did not know what the terms would be or what the amount of armaments was to be in the future.

There was no intention of retaining them for the manufacture or sale of trade articles. Some of the factories were being sold to industrial concerns, co-operative societies, trade unions—if they wanted to take up manufacture—and local authorities for their authorised undertakings.

ANOTHER FOR SALE.

Another national factory, the seventh since the armistice, is announced for sale. This is the projectile works at Birtley, Durham, with an area of buildings of 541,602 square feet, 40 acres of a total length of 27,438ft., and standing on a site occupying 52 acres.

More national factories will come into the market during the next few months as these are released from war production, and all of them, a *Daily News* representative understands, will be advertised for sale. Though some of them will take several months to convert to peace industry, there is a good demand among manufacturing firms for ready-built works, in view of the present cost of construction and the difficulty of obtaining labour and building materials.

The policy of the Government, it is stated, is to retain a reserve of these factories, with their staffs until the European situation is definitely cleared up and peace secured. The extent of this reserve, it is understood, will depend upon the strength of the army which it is found necessary to retain, but this does not mean that all surplus factories above this margin will be sold, because a number will be as warehouse and storage depots. Even the future of the Gretna works and plants is not yet decided.

Meanwhile discharges of workpeople, it is stated, are being delayed as much as possible on the completion of contracts which it is found cheaper to execute in their entirety than to scrap, in order to create the least amount of unemployment and distress.

CUNARD AT ANTWERP.

The Cunard Line is reported to be contemplating the installation at Antwerp of a new Transatlantic service. It is suggested that the Cunard Line should be offered the reversion of the North-German Lloyd's pre-war quays. The report is hailed with enthusiasm in Belgian commercial circles, which are most anxious to secure the earliest revision of the Scheldt regime and the restoration of Antwerp to its old position among the world's premier ports. A step in this direction is the Belgian Relief Commission's decision to make Antwerp, instead of Rotterdam, its port of discharge and supply. During the week arrivals at Antwerp included several British steamers among which was the *Marylebone*, conveying the British Consul-General, Sir Cecil Herbert, and several representatives of British shipping interests. While Belgium at present reserves to herself a free hand in regard to her commercial policy, she desires the unrestricted enlargement of all economic relations with Great Britain, the re-opening of communications with which is eagerly awaited. The stabilisation of Belgian exchange on London is welcomed as an indication of British sympathies, and a generous estimate of future prospects. There is reason to believe that the British authorities propose enlarging the scope of our commercial representation in Belgium.

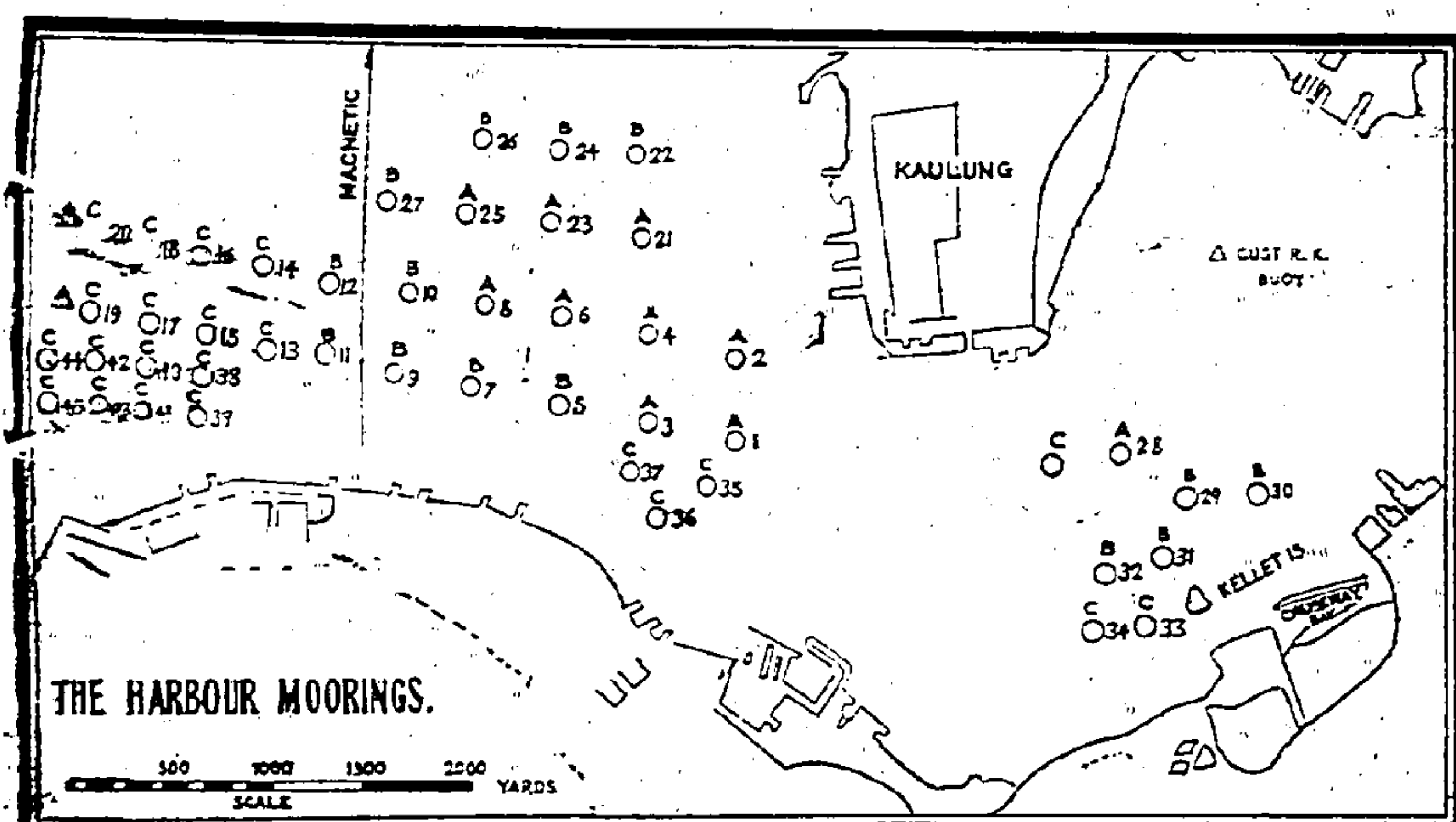
NOTICES.



ARE MADE FROM THE HIGHEST
COST AND MOST DELICATELY
FLAVOURED
TOBACCO
GROWN IN VIRGINIA.

SOLD IN AIR-TIGHT TINS OF
50 CIGARETTES & OBTAINABLE
AT ALL TOBACCONISTS.

SHIPPING.



SHIPPING.

VESSELS ARRIVED.

March 17.
Novara, 4249, Br. Capt. Le Mare, Shanghai, P. & O.
Wo Sang, 1137, Br. Capt. Atkins, Wuhu, J. M. Mooring—B. 14.
Ioorgang, 1931, Br. Capt. Leik, Madras, J. M. Mooring—C. 35.
Chipsang, 1159, Br. Capt. Nicoll, Teintin, J. M. Mooring—C. 37.
Teon, 1351, Br. Capt. Foot, Shanghai, P. & O. Mooring—C. 38.
Hanyang, 1517, Br. Capt. Fuchai, Canton, P. & O. Mooring—C. 17.
Atrens, 4190, Br. Capt. Williams, Shanghai, P. & O.
Poating, 1073, Br. Capt. Puzlow, Canton, P. & O. Mooring—C. 40.
Hailong, 1270, Br. Capt. Evans, Foochow, D. L. Mooring—Wharf.
Nore, 4158, Br. Capt. Smith, Yokohama, P. & O.
Wu Sun, 245, Br. Capt. Summerville, K. C. W. Mooring—Hing.
Kwang Ping, 1464, Br. Capt. Buigen, Singapore, Dodwell—Mooring—B. 32.
Kwang Lee, 1446, Ch. Capt. Bado, Shanghai, C. M. S. S. Mooring—Wharf.
Shun Shing, 247, Ch. Capt. Place, K. C. W. Po. Oa—Mooring—Wharf.
Esra, 325, Ch. Capt. MacLean, Shanghai, C. M. S. S. Mooring—Wharf.
Hanci, 735, Br. Capt. Moran, Haiphong, Singapore—Mooring—C. 4.
Ch'lar, 1104, Nor. Capt. Matthisson, Bangkok, Thorsen—Mooring—B. 7.
Sun Wan, 274, Fort. Capt. Costa, Haiphong, Tai Ping—Mooring—C. 44.
Mikuni M., 373, Jap. Capt. Kawaguchi, Shanghai, Benki—Mooring—B. 2.
Kagata Maru, 314, Jap. Capt. Takahashi, Osaka, A. P. Mooring—Wharf.

PASSENGERS DEPARTED.

Per E. S. DILWABA, Saturday, March 15th 1919, from Hongkong.
Anderson Miss M. Johnston C. S.
Anderson Mrs F. J. Kean Tang Ping
Anderson Master W. Kai Lung Pak
Bulkeley J. N. Iawn Miss L.
Barrick L. A. McVicar Miss L.
From Mr & Mrs E. May Miss D.
Borren Mr & Mrs Mann Miss J. D.
Braid W. M. Ming Li.
Bo-d Miss E. McIntyre Mrs M. T.
Cooke Miss S. Mantering S.
Caye Mr & Mrs S. Moon Mrs Chan
Chu Mr & Mrs Molder Mr & Mrs B.
Clark Esign O. A. H.
Chau Ho Mun Prior A. W.
Chu Lo Nung Pin-on A. V.
Caley Rev F. J. Palm Miss V.
Dorries J. See Mrs Lam Cheung
Dryden H. W. J. Borg Mrs Chen Hong
Dryden Mr & Mrs Tai Hob Shing
H. W. Titchener G.
Fraser Capt G. L. Utter B. D.
Goodrich Miss A. F. Wen Li.
Goodrich Master G. E. Warwick E.
Goodrich Master B. Wings Brig & Mrs C.
Goodrich Master B. Wings Brig & Mrs C.
G. W. F. Works Miss M. E. M.
Gra store G. Waters Dr & Mrs J.
Graham A. C. M.
Goodrich Master J. E. Yling Miss Lam Sun
Ho mee Mr & Mrs LYim Master Tak
Johnston E.
Joahn Maru, 602, Jap. Capt. Hirano, Keelung, O. S. K. Mooring—Wharf.
Sho Sho M., 1060, Jap. Capt. Hashimoto, Moji, Yamashiro—Mooring—B. 24.
VESSELS CLEARED.
Novara for London via Rotterdam
Sun Wan for K. C. W.
Nagata Maru for Swatow
Tsun for Canton
Tsunghow for Bangkok
Shun Shing for K. C. W.
Hanyang for Haiphong
Kwang Ping for Kobe
Canada Maru for Tacoma
Kwang Lee for Dairen
Shang for Shanghai

POST OFFICE.

Registered and Parcel Mails close 15 minutes earlier than the time given below unless otherwise stated.

INWARD MAILS.

Europe via Negapalm—Per SHIP-
ZUOKA MARU, 15th March.
Manila and Australia—Per YAITUAN,
15th March.
Canada—Per EMPRESS OF ASIA, 15th
March.

OUTWARD MAILS.

TO-MORROW.
Swatow, Aroy and Formosa via Keelung
—Per JOSEPH MARU, 15th
March, 8 a.m.
Swatow—Per CORNELIA, 15th March,
10 a.m.
Saigon—Per HANAWET, 15th March,
11 a.m.
Swatow, Amoy and Foochow—Per HAI-
HONG, 15th March, 1 p.m.
Foochow, Shanghai and North China—Per
NING-SHIN, 15th March, 4 p.m.
Shanghai and N. China—Per WING-SANG,
15th March, 5 p.m.
Saigon—Per LIEN-SHING, 15th March,
5 p.m.

WEDNESDAY, 15th March.
Swatow and Bangkok—Per OBLIDAR,
15th March, 10 a.m.
Shanghai and North China—Per TEAN,
15th March, 10 a.m.
Shanghai and N. China, Japan via Nagas-
aki, Canada, United States,
Central and South America,
and Europe via Vancouver—
Per K. P. H. OF JAPAN,
15th March, 10 a.m.
Letters 10.30 a.m.
Haiphong—Per HANOL, 15th March, 1 p.m.

WEATHER REPORT.

March 17th 12h. 12m.—The anticyclone
has moved into the Pacific to the south-
east of Japan, causing considerable im-
provement of pressure over that region, and
corresponding decrease over N. China;
slight dec areas are general elsewhere.

Hongkong Rainfall for the 24 hours
ending at 10 a.m. to-day, 0.00 inch.
Total since January 1st 1.14 inches
against an average of 4.46 inches.

**FORECAST FOR THE 24 HOURS
ENDING AT NOON TO-MORROW.**

District	Forecast
1 Hongkong to Cap. Peak—	E. & S.E. winds; moderate; fair, fog or mist.
2 Formosa Channel—	The same as No. 1.
3 South coast of China to—	The same as No. 1.
4 South coast of China to—	The same as No. 1.

China Coast Meteorological Register.
Mar. 17, a.m.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Winds.	
					D.Mm. Force.	Weather.
Vostock	5a					
Nesoro	5a	32.26			0	
Nabokoto		32.26		sw	1	
Takto		32.14		sw	1	
Kochi		32.15		sw	1	
Nagasaki						
Kagima		30.18		wnw	1	
Oshima		30.10		s: e	1	
Naha		32.04		ese	1	
Ischi Jima		30.10		s	3	
Koshiro		32.02		nsw	1	
Shimo Lt.	6a	32.83	44	92		6.1
Hankow						
Ichang						
Kinkiang						
Changsha						
Shanghai.		30.51	45	33	ese	2.5
Gratia		30.67	43	73	ne	4.0
Sharp P.		32.98	56	81	w	3.0
Amoy		3.02	62	81	ne	1.0
Swatow		30.02	60	83	ne	1.0
Taihuks	5a	32.00	63	92	w	2.0
Taihuks		30.01	64			2.0
Macao		30.16	66			0.0f
Koehun		32.97	72		nse	2.0
P'lorre		30.01	65		nse	4.0
Carlton		32.88	63	94	nsw	1.0
H'kong		32.98	61	90	o	5.0
Gap Hook		32.95			ese	6.0d
Macao		32.14	63	96	nse	4.0
Wushow						
Pakhoi						
Hallow						
Phallan	7a	32.83	70	100	ene	4.1f
Tourane						
C. St. J.		32.89	77		e	2.0
Apurao	8a					
Dagupan						
Manila		32.92	66	85	ne	1.0
Legaspi		32.91	75	87	ene	1.0
Colon		32.91	75	88	ne	1.0
San Francisco		32.86	75	88	ne	1.0
San Jose						
San Juan	4.30	32.39				
San Juan	6	32.33	80	91	sw	4.0